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China Mail

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HONG KONG, THURSDAY, APRIL 26, 1928.

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150 MILES.

THE NORTHERNERS RETREAT.

FENG'S ACTIVITIES.

Nationalists Attain More Than Ever Before.

INDICATIONS OF FURTHER NORTHERN SETBACKS.

Tsinanfu is the most northerly point the Nationalists have ever reached in their attempt to unify China by force of arms. In about a fortnight, the Northerners have been driven back 150 miles and there are indications that they will have to retreat further.

An interesting situation arises because Feng Yu-hsiang, the "Christian General," after turning trumps for his Nationalist allies, stole a march on them in an endeavour to reach further north first.

CHIANG'S CLAIM.

Tsinanfu, at the junction of the Tientsin-Pukow Railway, Tsinan-Tsingtao Railway and the Yellow River, is about 225 miles due south of Peking.

Here the advancing force includes the main strength of the Nationalists under Generalissimo Chiang Kai-shek and a column on the left (i.e., west) contributed by the "Christian General" from his Kuominchun.

Although the Kuominchun wing is smaller in numbers than the Nationalist column, it was the first to reach Tsinanfu.

Will There Be a Race? Along the Chihli-Honan frontier, the Kuominchun is facing the Northern army there by itself. This war zone is about 285 miles south by west of Peking.

The main strength of the Kuominchun is trying to move up the Peking-Honan Railway from this zone.

It will be seen that the "Christian General" is concerned on both fronts. Nearly all the recent fighting has been in Shantung.

Will there be a race between Chiang Kai-shek and the "Christian General" for possession of Peking? To Stand at Tehchow. From present appearances, the Northern remnants which were driven back to Tsinanfu do not intend to retreat eastward to the Shantung Peninsula and the coast as suggested by the Peking Premier, Mr. Pan Fu. (quoted by Reuter).

According to the "Kung Sheng Yat Po," it seems that the Northern troops will continue to retreat up the Tientsin-Pukow Railway, across the Yellow River (to the north bank) from Tsinanfu and then up to Tehchow, near the Shantung-Chihli boundary, about 160 miles south of Peking.

Manchurian Troops. An overnight cable says that other Northern units (from Chihli) have been ordered to assemble at Tehchow which it is proposed to hold against the advance of the joint force of Nationalists and Kuominchun.

The "model brigade," the 16th Kirin division and the 13th cavalry division which has been following up the "Big Sword" bandits—all Manchurian troops—are to march into China Proper to reinforce the Northerners' defence.

This Week's Fighting. Light is thrown on the fighting of this week. The Kuominchun entered Tsinanfu after a flanking movement. South of Tsinanfu, Northern units under General Chang Tsung-chang were holding up the main Nationalist column near Tai-an. The Nationalist left wing exerted pressure. Then the Northerners heard about the fall of Tsinanfu in their rear and fell back. The Nationalists moved up slowly to Tsinanfu because of lack of transport on the Tientsin-Pukow Railway, and found the Kuominchun in possession.

Premier's View. Peking, Yesterday. Foreign messages from Tsinanfu suggest that the city was still in the hands of the Northern forces last night. General Sun Chuan-fang, General Chang Tsung-chang and Mr. Pan Fu, the Premier, met last night at Tsinanfu for a conference. According to the Tientsin papers Mr. Pan Fu will urge General Chang Tsung-chang to re-

treach eastward and leave the Manchurian forces to hold Tehchow. Morale Bad.

In the meanwhile the Northern forces (on the Chihli-Honan front) will attempt to break through the Kuominchun line to the Peking-Hankow Railway or the Taming sector, their objective being the Lung-Hai Railway (which permits junction between the Nationalist allies in the rear).

The morale of the Northern troops in Shantung is reported to be bad and they are likely to retreat further on the approach of the Nationalists, but the lack of rolling stock is hampering the latter's advance.—Reuter.

Nanking, Yesterday. Generalissimo Chiang Kai-shek has telegraphed that the capture of Tsinanfu is now completed. The Nationalists claim the capture of 60,000 rifles and 110 field guns.—Reuter.

DRUGS TRAFFIC.

PROPOSAL AS TO CENTRAL BOARD OF CONTROL.

DIFFERENT VIEWS.

Geneva, Yesterday. The Opium Committee adopted a resolution submitted by M. Bourgeois incorporating the proposed Central Board of Control in the League of Nations and providing that the Secretary-General of the League assure the working of the Board's administrative services.

The German, Chinese, French, Italian, Portuguese and Yugo-Slav members voted in favour of the resolution, the British, Japanese, Dutch and Indian members were against. Bolivia, Siam and Switzerland abstained from voting. The resolution provides that the Central Opium Board be so constituted as to ensure that full effect be given to the Convention with due regard to the impartial, independent character of the Board.

Sceptical Members. Mr. L. A. Lyall stressed that in less than eighteen months five tons of narcotics have been seized throughout the world. He and Signor Cavazzoni were sceptical about the efficacy of the provisions of the Geneva Convention.

Signor Cavazzoni thought the new Convention was necessary and insisted upon rationing as the best method of control. He tabled a resolution that will be discussed on Friday urging the League Secretary to ask the Governments to say what measures they had adopted as regards direct limitation of the manufacture of narcotics. The next session of the committee was fixed to take place at the end of January, 1929.—Reuter.

GERMAN DYES.

THE TRUST TO PAY 12 PER CENT. DIVIDEND.

INCREASED PROFITS.

Berlin, Yesterday. The directors of the German Dye Trust will propose at a general meeting to be held on May 24, a dividend of 12 per cent., compared with the 10 per cent. last year. The net profits total 100,812,687,118 million a year ago.—Reuter.

MORE TROOPS.

Japanese Soldiery For Tsinanfu.

ARRIVE AT TSINGTAO.

Nationalist Criticism Of Japanese Movements.

More Troops. Tsingtao, To-day. The coast defence vessel "Kasuga" with 1,000 Japanese troops, arrived last night. The troops entrained for Tsinanfu immediately.—Reuter.

Peking, Yesterday. Japanese reports state that Nationalist irregular troops have appeared along the Shantung railway (from Tsinanfu eastward to Tsingtao on the coast), 60 miles to the east of Tsinanfu.—Reuter.

Nanking, Yesterday. The Nationalist Central Executive Committee has issued a manifesto denouncing the Japanese expedition to Shantung, asserting that the plea of the protection of Japanese nationals is a mere pretext, while the presence of such a large body of troops may possibly lead to grave consequences and complications for which China cannot be held responsible.

The manifesto appeals for world-wide moral support for the removal of all obstacles in the way of the success of the Nationalist revolution and the unification of China.—Reuter.

HUPEH OUTRAGE.

5,000 PEOPLE KILLED BY BANDITS.

A "DIVINE SOCIETY."

Hankow, Yesterday. Refugees arriving here report that Kingmen in the west of Hupeh province (Central China) had been sacked by a bandit horde with an appalling loss of life. It is reckoned that in the Kingmen district alone 5,000 persons of all ages were slaughtered. The identity of the marauders is not clear but it is stated that they are deserters from the army combined with members of a divine society which is similar to the "Red Spears".—Reuter.

THE BUDGET.

WELL-RECEIVED ALMOST EVERYWHERE.

"CONSTRUCTIVE FINANCE."

London, Yesterday. As a result of the petrol tax, by which the Scottish oil trade is expected to benefit greatly, Scottish Oil, Limited, have informed their workers that the reductions in wages, made for the year 1927-1928, will be restored.

The Budget has been well received on the Stock Exchange and a cheerful sentiment prevails. Gramophone shares especially bounded up in view of the absence of the anticipated taxation on them. Oil shares were unaffected by the extra taxation. "A really constructive piece of finance" is the "Times" description of the Budget. The plan for the reform of the rating system, it continues, is broadly conceived and statesman-like, and may well become the most important achievement of the present Parliament.—Reuter.

IRISH BUDGET.

FREE STATE'S NEW 33 PER CENT. IMPORT DUTY.

VEHICLES AND TYRES.

London, Yesterday. The feature of the Irish Free State budget is a 33 per cent. import duty on all vehicles and tyres.—Reuter. Sugar Tax; But None On Petrol. The budget, introduced to-day, provides for a sugar tax of a farthing in the pound, but no petrol tax.—Reuter.

STONE-THROWING!

Questions In The Commons.

WINDOW SMASHING.

M.P.'s And British Soldiers In Hong Kong.

London, Yesterday. Replying to Mr. E. Thurtle (Labour) Sir L. Worthington-Evans (War Secretary) said he had no information with regard to the report that British soldiers in Hong Kong had been smashing shop-windows hoping to get imprisonment and ultimate release from the service. He would have



Mr. David Kirkwood, M.P.

heard if there was any serious discontent. He, of course, would inquire.

Mr. G. M. Garro-Jones (Liberal) suggested that steps should be taken to correct discreditable reports.

NOISY MARINERS.

"One Long Blast" Warning.

The Harbour Master in a notification to mariners states:—"Mariners and others are notified that the use of a long blast for the purpose of giving warning of approach of other vessels, is no longer authorised and renders the master or owner of the offending ship liable to a fine not exceeding \$100."

ports on the conduct of British soldiers.

Sir L. Worthington-Evans replied that it was impossible to correct every statement in the Press. It would be better perhaps if greater publicity were not given to them by such questions in the House.

Mr. Kirkwood (Labour) protested against the War Secretary's "arrogant attitude".—Reuter.

Last Thursday Mr. R. E. Lindsell remanded Private C. Hood of the "B" Company, King's Own Scottish Borderers, on a charge of wilfully and maliciously breaking two plates of glass in the show win-

APPRECIATED.

British Help In Earthquake.

Athens, To-day.

Violent earthquakes in Corinth to-day were felt at Patras and Athens.

H.M. Aircraft-carrier "Eagle" has arrived and hundreds of tents therefrom are being pitched in the central square, thus accommodating all the distressed. Soup kitchens are being started. The British help is much appreciated.—Reuter.

dows of Messrs. J. Ullmann's jewellery store in Chater-road, causing damage to the extent of \$965.

When the case was again called at the Central Magistracy this morning, Mr. Lindsell said that Hood was under observation at the Military Hospital and he had received a certificate to the effect that Hood was not fit to attend Court that morning.

In the circumstances, his Worship further adjourned the case until next Thursday morning. Bail in the sum of a personal bond of \$50 and a surety of \$50 was extended.

TODAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 5/16.

CHINESE PIRATES.

Statement In The Commons.

"CONSIDERABLY REDUCED."

What Marshal Li Emphasised To British Minister.

London, Yesterday. In the House of Commons questions were asked with regard to the continuance of piracy in Chinese waters.

Sir Austen Chamberlain declared that the activities of the pirates had been considerably reduced during the last six months but that an attempt to secure concerted action by the Powers represented in Peking, had been unsuccessful, only Japan being prepared to co-operate with Britain.

Sir Austen pointed out that a British or Japanese warship was now regularly patrolling the Bias Bay area, and that the British Minister had discussed the question of piracy suppression with Li Chai-sum in Canton. Li had emphasised that he intended to suppress piracy and hoped that the Bias Bay area would be cleared up within three months.—Reuter.

JAPAN'S "REDS."

CONVICTED TO BE SEVERELY DEALT WITH.

THE FINANCES.

Tokyo, Yesterday.

Baron Tanaka, referring in the Diet to the recent Communist intrigues, declared that the Government was determined to deal most severely with those convicted. It would also endeavour to eradicate the social evils which helped to create Left Wing extremism.

The Finance Minister announced that he proposed to revise taxation as to lessen the burdens of the lower and middle classes. He mentioned that the Government's special advances to the crippled banks since last year's panic amounted to 304,000,000 yen. He assured the House that every precaution was being taken to prevent these large advances from detrimentally affecting the general economic condition of the country.

The Premier requested the House to pass the Coronation estimates. In the course of his speech he touched on the reasons for the despatch of troops to Shantung, and gave his pledge that they should be withdrawn as soon as danger was past.

The Finance Minister gave the Budget figures, which amounted to 1,703,000,000 yen inclusive. Supplementary estimates including the Coronation amounted to 72,000,000 yen.

A message from Peking states that as negotiations for the new Sino-Japanese Commercial Treaty are unfinished, the old treaty has been extended for three months.—Reuter.

A MAGICIAN.

HOW PARCEL OF CLOTH DISAPPEARED.

A local morning paper carries a "Wanted—Magician" advertisement. The advertiser is advised to get in touch with Inspector MacDonald immediately at No. 2 Police Station, Wanchai. The police officer has at present in his custody a Chinese who should fill all requirements, if the marvellous things attributed to him are true.

A Chinese woman living at No. 63, Praya East alleged before Mr. R. E. Lindsell at the Central Magistracy this morning that Inspector MacDonald's charge visited her house yesterday on the pretext of renting a cubicle. Then, whilst no one was looking, a parcel of cloth which had just been bought by the witness disappeared from a bed.

The visitor was suspected and promptly accused. He protested his innocence, but when pressed, "produced the cloth from his person."

He then bolted from the house, was chased, and eventually stopped by an Indian constable. The magician was remanded by Mr. Lindsell until to-morrow morning for corroborative evidence to be given by the principal informant of the house.

AMERICAN KILLED.

Shot By Nationalist Soldier.

TSINING OUTRAGE.

Doctor Seymour Alleged To Have Helped Wounded.

Shanghai, Yesterday. It is reported from Chefoo that Dr. Seymour, of the American Presbyterian Mission, was shot through the heart by a soldier on April 16 at Tsinning.

Helping Wounded? There is an ugly rumour from Japanese sources that Dr. Mr. O'Malley, and that after Seymour of Tsinning was arrested and executed by the Southerners for assisting Northern wounded.—Reuter.

POOR SOLICITORS.

LEFT WITHOUT THEIR CLIENTS.

PIG AND BRIBERY.

Last week Mr. R. E. Lindsell adjourned a case in which two Chinese were charged with serious offences.

The first accused was Wong Muk an unlicensed hawk living at No. 67, Third-street, West Point, who had three charges against him, as follows:—

(1) that he with six others not in custody, did on April 11 feloniously steal seven pigs from two cousins from the country named, Chim Kun-hung and Chim Tsu-yun, and strike and otherwise use violence to the complainants on board a cargo junk (number unknown) in Hong Kong harbour;

(2) that he on April 11 did feloniously by force or fraud detain the two complainants against their will at No. 67, Third-street, with intent to procure ransom or benefit for their liberation; and

(3) that he on April 11 at No. 67, Third-street did feloniously accuse the complainants of the larceny of three taels of gold and \$300 in notes from people in Wai-loi district, in Chinese territory with intent to extort or gain money from them.

The second accused was Cheng Luk-wo, District Watchman No. 87, who was charged that he being a public servant unlawfully did attempt to obtain a bribe of \$25 from the complainants with a view to influencing his (accused's) conduct as a District Watchman, contrary to rules of honesty and integrity, namely, to refrain from arresting the complainants after having accused them of being members of the Chinese Communist party.

More Bribery? The first accused was not legally defended, and the case for the prosecution was conducted by Sub-Inspector Dorling of the Water Police.

In the case against the District Watchman, Mr. L. D. Turner appeared for the prosecution, whilst Mr. Horace Lo was for the defence. When the case was again mentioned in Court this morning, Mr. Lindsell said that he understood that Mr. Lo's client (the District Watchman) had disappeared.

Mr. Lo said that it looked as if the man had left the Colony. He last saw him at his office yesterday, and had not seen him since. Mr. Lindsell ordered this accused's bail of \$500 to be estreated, and remarked that a warrant would be issued for his arrest.

Mr. Turner said that the accused having disappeared, he had nothing more to do with the case, as he had not been instructed to prosecute against the hawk.

The absent man, Mr. Turner said, had made attempts since he had been out on bail to bribe one of the prosecution witnesses to leave the Colony, promising to make good all his losses as the result of the accused's activities. Instead of doing as suggested by the missing watchman, the witness gave information to the police. Mr. Turner said that therefore he was not surprised that the watchman had absconded.

Proceeding to explain why he was retained against the watchman and not the hawk, Mr. Turner said that the complainants who were simple country people were terrified of the watchman who had been discharged from the Police Force prior to becoming a watchman, and the complainant wished to be protected from him. The complainants were not so afraid of the hawk, in spite of the fact that he was alleged to have stolen a police informer, and were pre-

MR. ST. C. O'MALLEY.

Echo Of The Frances Scandal.

SUCCESSFUL APPEAL.

Back To Foreign Office With Seniority Loss.

London, Yesterday. In the House of Commons, in replying to Mr. Arthur Ponsonby (Labour) Sir Austen Chamberlain (Secretary of State for Foreign Affairs) stated that he had received an appeal for consideration from Mr. O'Malley, and that after full consideration and necessary consultation he had decided, with the approval of the Prime Minister to give effect to the appeal and Mr. O'Malley's resignation would not be accepted. He would be placed on dispenability for a year and lose five years' seniority.—Reuter.

[Mr. St. Clair O'Malley, C.M.G., was, as is well-known, the negotiator of the O'Malley-Chen Hankow Agreement, which pleased no British subject in China. Mr. O'Malley was until his regrettable mix-up in the Frances affair attached to the British Legation at Peking. In consequence of the affair mentioned he was asked to resign from the Foreign Office Service.]

SIR E. CROWE.

ONCE WELL-KNOWN IN THE FAR EAST.

IMPORTANT APPOINTMENT.

London, Yesterday. Sir Edward Crowe succeeds Sir W. H. Clark, as Comptroller-General of Overseas Trade.—Reuter.

[Sir E. Crowe spent many years in the British Consular Service in Japan—arriving there, in 1897, as a student interpreter and ultimately becoming a Commercial Councillor to the British Embassy at Tokyo. In 1925 he was appointed Director of the Foreign Division of the Overseas Trade Department.]

Sir W. Clark's New Post.

London, Later. Sir William Henry Clark has been appointed High Commissioner in Canada for His Majesty's Government in Great Britain.—Reuter.

BRITISH WAR STOCK.

NEW YORK EXCHANGE LISTING 1929-47 LOAN.

2,088 MILLIONS STERLING!

New York, Yesterday. The five per cent. War Loan 1929/47 will be introduced into the New York Stock Exchange to-day. The capital given here as over 2,088 millions sterling, is the largest foreign issue ever listed.—Reuter.

pared to go through with the case against him without legal aid.

Surprise.

Mr. Lindsell expressed surprise on learning that the man in the dock had once been a police informer, and Mr. Turner remarked that it seemed that all kinds of curious people were worthy of being police informers.

Mr. Lo said that he was dropping completely out of the case since his client had absconded.

Mr. Turner said that he was afraid he would have to do so too, unless by good fortune the warrant should get the absconding district watchman.

The case against the hawk was then proceeded with.

One of the two cousins from the country said that they brought to Hong Kong with them seven pigs and seven bags of sweet potato flour to sell. Soon after they had landed they were accosted by the district watchman who accused them of being communists, and suggested that they should give him \$25 bribe to evade arrest. When they refused to pay up, they were "arrested." Instead of being taken to the police station, they were taken to the hawk's house where they were detained against their will, and there the hawk brought further accusations against them. Finally they were taken on board their junk in harbour, where they were assaulted and their seven pigs stolen.

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M/V "VIMINALE" Sails on/or about 26th June.

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TAIYO MARU Tuesday, 29th May.

*Calls Keelung.

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FUSHIMI MARU Saturday, 5th May.

HAKOZAKI MARU Saturday, 19th May.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU Wednesday, 23rd May.

BOMBAY via Singapore, Penang, & Colombo.

SEIYO MARU Saturday, 25th April.

BINGO MARU Monday, 30th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

RAKUYO MARU Thursday, 31st May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU Thursday, 10th May.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU Friday, 27th April.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU Tuesday, 15th May.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU Tuesday, 1st May.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Thursday, 17th May.

SHANGHAI, KOBE & YOKOHAMA.

YAMAGATA MARU (Mojit direct) Thursday, 20th April.

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O. S. K.

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LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

AMUR MARU Friday, 11th May.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

LAPLATA MARU Friday, 27th April.

SANTOS MARU Friday, 25th May.

BOMBAY—Via Singapore and Colombo.

HONOLULU MARU Friday, 4th May.

SUMATRA MARU (Calls at Penang) Saturday, 10th May.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOZAMBIQUE—Via Singapore and Colombo.

MEXICO MARU Wednesday, 2nd May.

CALCUTTA—Via Singapore, Penang and Rangoon.

KASADO MARU Friday, 25th May.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports.

LONDON MARU (from Shanghai) Monday, 30th April.

ALABAMA MARU (from Shanghai) Thursday, 10th May.

HAIPHONG—Via HOIHOW & ZAKHO.

MENADO MARU Friday, 4th May 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAGUE MARU Saturday, 28th April.

JAPAN PORTS

CELEBES MARU Thursday, 26th April.

KEELUNG via SWATOW & AMOY.

KISHU MARU Sunday, 29th April Noon.

HOZAN MARU Sunday, 6th May noon.

TAKAO—Via SWATOW & AMOY

DELI MARU Thursday, 3rd May Noon.

TAKAO & KEELUNG

NANKING MARU (Direct to Keelung) Friday, 27th April.

BATAVIA MARU Monday, 30th April.

For further particulars please apply to—OSAKA SHOSEN KAISHA



SHIPPING SECTION.

HAMBURG-AMERIKA.

NEW VESSELS FOR FAR
EAST RUN.

Messrs. Jensen and Co. have received information from their principals, Messrs. Hamburg-Amerika Linie, Hamburg to the effect that the present fleet of ships employed in the Far Eastern service will be enlarged by 5 new and modern motorships i.e. m.v. "Leverkusen," "Duisburg," "Burgeland," "Kulmerland" and "Sauerland."

It is anticipated that all these ships will start their run between May and September next. The single-screw Diesel-motor ships will develop a speed of about 14 knots having a gross tonnage of 7,300 tons and a capacity of 10,000 tons for cargo.

The ships have passenger accommodation for 24 passengers who will be accommodated in 11 double berth cabins and 2 single berths cabin. The cabins are very comfortable and fitted with beds and running water. All cabins are outside cabins. A spacious dining room with smoking and ladies' room attached will guarantee a pleasant and comfortable voyage to all the passengers. The passengers have 2 spacious decks at their disposal.

The ships are especially constructed for tropical trade. The loading and discharging arrangements on board are very modern guaranteeing a quick despatch at all ports.

The cubic capacity amounts to 550,000 cft. in bales. The lower hold No. 5 contains 2 tanks of 920 cbm. together for carrying oil in bulk. These tanks can also be used for general cargo. The ships have several strong parcel rooms. The ships are fitted with 14 beams of 5 tons each, 4 of 10 tons and one beam of 40 tons for lifting heavy goods.

WHALING SHIP.

OIL WORTH £84,000
LOST.

One hundred and nine members of the crew of the whaling ship "Southern Queen" (8,100 tons), which sank off the South Shetland Islands in the Antarctic on Feb. 24 after her hull had been pierced by the jagged edge of an ice floe, landed at Southampton in the Royal Mail Steam Packet Company's liner "Alcantara" from Monte Video.

Interviewed, Captain A. Belgau, the commander, said: "We left Oslo on August 16 for the Southern whaling grounds, and commenced our fishing on October 6. It was a very successful season. By February 24 we had killed 604 whales and had extracted 22,000 barrels of oil from them, or about 3,000 tons. The oil is valued at approximately £28 a ton. An ice floe bore down upon us, and a jagged piece of ice struck the ship below the water line, near the engine-room and stokehold. It tore its way through the plates as though they had been paper, and through the great hole thus created water poured in. Within a few minutes the ship had filled and was submerged to the main deck. We all escaped in the smaller boats, but we lost everything."

TANKER-BUILDING.

SIR J. ISHERWOOD'S TRIBUTE
TO PALMERS.

Jarrow.—Sir Joseph Isherwood, representing the Venezuela Gulf Oil Refining Co., paid a tribute to Palmers' Shipbuilding Co. at the launch of the "Catatumba" from their Hebburn yard for the record time in which they had completed the vessel. The vessel is one of several built and building for the owners by the Palmer Company, and is the largest of their fleet.

Sir Joseph said the vessel had been launched in 62 days from the turning of the first frame, and the Palmer Company also had the machinery ready, and barring an unforeseen occurrence the vessel would sail in April. He regarded that as a wonderful performance and a record, particularly in view of all the preliminary work that had to be done, and the fact that patterns of engines had to be made.

Sir Joseph added that there was a lot of oil in Venezuela, and the vessels were required quickly. The vessel was christened by Mrs. Sidney Barker, of West Hartlepool, who was presented by Mr. A. B. Gowan, managing director of the Palmer Company, with a silver gilt bowl.

MARINE COURT.

OBSTRUCTION CASES
REMANDED.

At the Marine Court this morning, before Commr. J. B. Newill, a steersman and a mistress of cargo boats 3394V and 446V respectively, were charged for obstructing the free access of other vessels by mooring their boats alongside the British Canton Wharf yesterday. The Police in giving evidence stated that the accused blocked the way of s.s. "Kwong Sang," and asked His Worship to remand the case for hearing to-morrow, when the master of the s.s. "Kwong Sang" could give evidence. The case was accordingly remanded.

PASSENGER LIST.

ARRIVALS.

Passengers from London per s.s. "Malwa" arrived here to-day:—

Mr. and Mrs. G. J. Chambers, Miss E. G. George, Mr. and Mrs. P. Jacks, Miss L. Bull, Miss V. Fairclough, Mrs. G. R. Smith, Mr. A. R. Tink, Mrs. M. N. Hourthan, Mrs. A. and Miss Coleworthy, Mrs. C. and Masters Duncan, Lt. A. E. Buck, Mr. J. A. Kendrew, Mr. A. H. Penney, Mr. C. S. N. Johnson, Mrs. and Master Burns, Mr. Piper Forrest, Mrs. and Miss and 2 Infants Watts, Mrs. and Masters Clinton, Mr. and Miss Osborne, Mrs. McCulloch, Mr. and Mrs. Blundell, Eng. Comdr. H. Hall, Mr. S. E. Nies, Mr. F. J. Palmer, Mr. H. R. Simpson, Mr. G. M. Field, Mr. D. H. Williams, Mrs. N. B. Brönnner, Capt. H. Atkinson, Miss Clutterbuck, Mr. and Mrs. J. Lyon, Mr. and Mrs. S. Scott, Miss E. D. Atkins, Miss E. Lane, Capt. and Mrs. A. C. French, Mr. and Mrs. Miss Trousdell, Mr. J. N. Taylor, Mrs. J. and Miss Tocker, Dr. and Mrs. Oraharn, Mrs. Scarlett, Mr. W. Theodor, Mr. O. Boulter, Mrs. Barthorp, Miss B. Small, Mrs. H. Allan, Mr. and Mrs. Harman, Mr. O. Sidebotham, Mrs. J. Goater, Miss M. Martin, Mr. and Mrs. and Masters and Miss Darby, R.S.M. Bloomfield, Pte. C. Lee, Pte. W. Smart, Mr. E. Sweet, Mr. R. W. Martin, Mr. E. Fuller, Mrs. J. D. Ireson, Mr. T. Clark, Mr. C. Watson, Mr. H. F. White, Mr. and Mrs. R. H. Box and Infant, Mr. I. E. Roberts, Mr. A. S. Lewis, Mr. J. W. Evans, Mr. R. Curnow, Mr. R. B. C. Lee, Miss F. M. Walter, Mr. E. S. Kirkham, Mr. and Mrs. R. B. Upwin, Mr. E. O. Collinge, Mr. J. A. Bloomfield, Mr. N. M. Smith, Mr. and Mrs. L. H. Hutchings, Mr. and Mrs. J. D. Lloyd, Mr. and Mrs. W. Law, Mr. J. D. Arthur, Mr. and Mrs. F. H. Fosse, Mr. H. G. Kingham, Mr. R. Ralston, Mr. J. Walker, Mrs. A. S. de Perez, Mrs. N. Martos, Mr. G. Perez Felui, Mr. and Mrs. H. H. Fox, Mr. and Mrs. Read, Mr. and Mrs. R. Gillies, Mr. J. A. D. Morrison, Mr. G. N. Cawler, Mr. C. H. James, Mr. Snelling, Mr. F. S. F. Fulbrook, Mr. Moller, Mr. and Mrs. Ordway and Infant, Mr. and Mrs. Yee Chee, and 6 children, Miss N. H. Knapp, Miss H. Bailey, Miss F. Fagg, Capt. C. H. Smith, Mrs. L. Crosbie, Mr. C. C. Black, Mr. and Mrs. J. E. Watkins, Mr. E. P. Davies, Mr. and Mrs. J. W. Anderson, Miss Mitchell, Mr. C. Hodgson, Lt.-Col. H. Harrison, Mr. Hock Shan, Mr. and Mrs. G. G. Dobbs, Mrs. C. C. Black, Mr. T. Higginbotham, Mr. G. Simeon, Mr. E. Woerner, Mr. R. Mansfield, Mrs. H. D. Dickinson, Mr. and Mrs. S. M. Jones, Mr. J. M. Paredes, Mr. J. A. Wilson, Mr. J. Delbourg, Mr. H. B. Walker, Mrs. McMullin and Infant, Mr. P. C. Webster, Mr. and Mrs. K. C. De Hon, Miss Leichter, Mrs. S. Scholes, Mr. F. L. Fern, Mr. H. S. Prophet, Mrs. J. Delbourg, Mr. and Mrs. Tolmie, Dr. and Mrs. Jordan, Mr. J. M. Oliver.

WARSHIPS IN PORT.

Warships in port this morning were as follow:—

North wall basin: Wildswan; South wall basin: Bruce, Moth; East wall basin: Nessus, L3, L27; North arm of Dockyard: Titania, Marazion, Belgol; West wall Dock: Petersfield, Durban; in Dockyard: L15, L19, L20, L33; No. 8 Buoy: Verity, Wishart; No. 6 Buoy: Berwick; No. 7 Buoy: Wivern; No. 8 Buoy: Wolverine, Veteran; No. 9 Buoy: Foxglove; No. 11 Buoy: Witherington; No. 13 Buoy: Wanderer; No. 18 Buoy: Ruthenia; No. 19 Buoy: Somme; No. 20: Taran-tula; No. 25 Buoy: Kharki; Kowloon anchorage: Portol. Foreign warships:—French: Vigilante; Portuguese: Patia; American: Hart and Rizal (at No. 4 Buoy).

THE N.Y.K.

IMPROVED SERVICES IN
PROSPECT.

According to advices just received from California, improvements in the Nippon Yusen Kaisha services to Pacific Coast ports are in prospect, to settle the details of which Mr. Noboru Ohtani, the managing director of the company, is visiting the United States this month or next.

The Californian report also states that the company has decided to build three 10,000-ton steamers for its Seattle-Orient run, following the grant of the subsidy by the Japanese Government. These will be in addition to the 16,000-ton motor vessels now under construction for service to California ports; that the "Korea Maru" and "Siberia Maru," now in the California-Orient services, will be transferred to the Seattle run; that California will be served with six ships instead of five, including the "Taiyo Maru," "Shinyo Maru" and "Tenyo Maru," and the three new motorships, which will enable the line to offer a sailing every 12 days instead of every 14 as at present; that Seattle will be given a 14-day sailing service.

It is also noted that the N.Y.K. has purchased two 10,000-ton steamers from the Italian trans-Atlantic Navigation Company, of Genoa, for the Kobe-Keelung run.

FRUIT BROKERS.

Members of the National Federation of Fruit and Potato Traders' Associations, who are holding their conference in Liverpool, were the guests of the Mersey Docks and Harbour Board and the White Star Line. Over 200 members availed themselves of the opportunity of seeing the docks, and were conveyed from south to north, in a special Overland Railway train. Officials of the Dock Board acted as guides, and pointed out to the visitors the various places of interest en route.

On arriving at Seaford Sands Station they proceeded to the Gladstone Graving Dock and inspected the whole system from the roof of the South Shed, No. 2 Branch Dock. It was fitting that the inspection took place during the discharge of large consignment of fruit from the "Cedric," and the inland buyers had an opportunity of witnessing the discharge from the steamer and the conveyance of the fruit to the salerooms.

Afterwards the party were entertained to tea in the liner's dining saloon.

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SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Yokohama
	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPRESS OF ASIA	May 30	June 2	June 5	June 7	June 16
EMPRESS OF CANADA	June 13	June 16	June 19	June 21	June 30
EMPRESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

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Apr. 27	Apr. 29	May 5	May 7
May 15	May 17	May 20	May 28

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S.S. "CITY OF CARLSLE" Havre, London, Rotterdam & Hamburg 24th June
S.S. "CITY OF BEDFORD" Havre, London, Rotterdam & Hamburg 25th July.

AUSTRALIA

SINGAPORE/AUSTRALIA AUSTRAL-EAST INDIES LINE

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For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services. £120

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S.S. "CITY OF EASTBOURNE" via Suez Canal 18th May.
S.S. "CITY OF NEWCASTLE" via Suez Canal 15th June
S.S. "CITY OF OSAKA" via Suez Canal 13th July.

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S. S.	Tons	From Hongkong About	Destination
MOREA	10,953	28th Apr.	Bombay, Marseilles & London.
LAHORE	5,252	7th May	Milnes, L'don, A'werp, E'dam & H'burg
KASHGAR	5,800	12th May	Marseilles, London, Antwerp & Hull.
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi.
MALWA	10,956	29th May	Bombay, Marseilles & London.
ALIPPORE	5,273	31st May	Straits, Colombo & Bombay.
JEYPORE	5,318	2nd June	Milnes, L'don, A'werp, E'dam & H'burg
DELTA	8,097	9th June	Marseilles, London & Antwerp.
MIRZAPUR	6,715	13th June	Straits & Bombay.
RANPURA	16,601	23rd June	Bombay, Marseilles & London.
NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KRYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London.
YANKIN	7,058	28th July	Milnes, L'don, A'werp, E'dam & H'burg
KASHMIR	8,995	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,598	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,038	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

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BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	3rd May	Singapore, Penang & Calcutta.
HATIPARA	7,764	17th May	Singapore, Penang & Calcutta.
TALMA	10,000	25th May	Singapore, Penang & Calcutta.
TAKIWA	7,033	2nd June	Singapore, Penang & Calcutta.

*Cargo only.

B. I. Apcar Line steamers have excellent accommodation for 1st
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EASTERN & AUSTRALIAN SAILINGS (South)

*ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island.
TANDA	6,056	1st June	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	29th June	
ARAFURA	6,000	3rd Aug.	

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The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

MALWA	10,956	27th Apr.	Shai, Moji, Kobe & Yokohama.
TALMA	10,000	1st May	Amoy, Shai, Moji, Kobe & Osaka.
ALIPPORE	5,273	2nd May	Shanghai, Moji, Kobe & Yokohama.
TAKIWA	7,930	7th May	Amoy, Moji, Kobe, Osaka & Y'nam.
TANDA	6,956	8th May	Moji, Kobe, Osaka & Yokohama.
*NOVARA	6,989	8th May	Shai, Moji, Kobe & Yokohama.
DELTA	8,165	11th May	Shai, Moji, Kobe & Yokohama.
*DEVANHA	8,165	17th May	Shanghai, Kobe & Osaka.
SANTHA	7,754	22nd May	Amoy, Moji, Kobe & Osaka.
*MIRZAPUR	6,715	24th May	Shanghai, Moji & Kobe.
RANPURA	16,601	25th May	Shai, Kobe & Yokohama.
TILAWA	10,000	2nd June	Amoy, Shai, Moji, Kobe & Osaka.
*NANKIN	7,058	5th June	Shai, Moji, Kobe & Yokohama.
ST. ALBANS	4,500	5th June	Moji, Kobe, Osaka & Yokohama.
TAKADA	8,940	7th June	Amoy, Moji, Kobe & Osaka.
KRYBER	9,114	8th June	Shai, Moji, Kobe & Yokohama.
TALAMBA	8,018	17th June	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	22nd June	Shai, Kobe & Yokohama.
*NELLORE	8,853	3rd July	Shai, Moji, Kobe & Yokohama.
KASHMIR	8,995	6th July	Shai, Moji, Kobe, Osaka & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,598	20th July	Shai, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
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WITH THE FLEET.

GREAT PROGRESS SINCE
JUTLAND.

BIG-GUN FIRING.

[By Hector C. Bywater.]

In a statement issued seven years ago the Admiralty Naval Staff gave expression to their profound conviction that "the capital ship remains the unit on which sea power is built up." Sufficient time had then elapsed to enable the Staff to sift the data furnished by the various naval actions fought during the war, and to deduce therefrom the relative values of the various weapons employed. Their tribute to the big ship was, in effect, a tribute to the big gun. Had war experience shown this weapon to be outclassed in precision, range, destructive power, and general reliability by some other arm, then the battleship would have lost its raison d'être.

Since the statement in question was published there have been important developments in aviation, and it is now claimed in some quarters that aircraft are already capable of sinking any battleship under war conditions. Without exploring this controversial issue, it may be stated that naval opinion, as a whole, does not accept the claim. The great ship is still regarded as indispensable, because it is the only type of ship which serves as a floating carriage for the big gun, this being the weapon which all experience to date indicates as that which produces the most decisive results in naval combat.

Its critics often point to the Battle of Jutland as evidence that the big gun is not really an arm of precision. In that engagement, it is true, the average of hits to rounds fired did not exceed 3 per cent. On the other hand, by far the greater part of the casualties on both sides were due to gunfire. Of the twelve major vessels destroyed, nine were sunk by gunfire. Compared with the gun, the torpedo made a very indifferent showing, a fact of some importance in view of the reliance which anti-battleship critics place on the torpedo, whether used by aircraft or submarines. In the course of the Jutland action the British fired seventy-four and the Germans 100 torpedoes. Of these 183 torpedoes not more than six took effect, and only three hits at most proved fatal.

Higher Average Accuracy. So far as the British Navy is concerned, great strides have been made in gunnery since Jutland. Not only is the average of accuracy higher, but the projectiles fired have greater penetrative power and are, therefore, much more destructive than the shells in use at the date of the Jutland battle. For obvious reasons, the Admiralty cannot publish the results of gun practice. Unfortunately, official reticence in this matter has given rise to rumours that the shooting of the Fleet has declined in quality. There is, I believe, no word of truth in these stories. During the Mediterranean exercises this month I witnessed a full-calibre "shoot" by the four battleships of the Third Battle Squadron—which are only partly manned by trained personnel—and can only say that the results were most impressive.

The ships of this squadron, Iron Duke, Marlborough, Benbow, and Emperor of India, are of pre-war design, mounting ten 13.5 in guns apiece. Their armament is therefore not of the latest pattern, a circumstance which renders their fine shooting all the more creditable.

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All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st May, 1928, at 10 a.m., by Messrs. Goddard & Douglas.

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Hong Kong, 25th April, 1928.

able. The guns are mounted in pairs inside a heavily-armoured turret, which one enters by a small hatch cut in the gun-house floor where it overhangs the barbette structure. Loading operations are all performed by power, though there is hand gear for use in emergency.

A touch on a lever causes the massive breech-block to swing open, revealing the cavernous chamber of the gun. Another lever is pulled over, and up from the depths, with a roar and a rattle, comes the loading cage, containing the powder charges and the projectile. As the latter reaches the level of the open breech a chain rammer shoots out from the rear and drives the huge shell home. The cage moves another stage, bringing the powder charges into line with the breech, into which they in turn are driven by the rammer. Then the breech-block clangs back into place and the gun is loaded, the whole operation, having taken less time than is required to describe it.

Skill and Judgment. Meanwhile the gunnery officer and his assistants, perched in the foretop, have been engaged in the abstruse calculations necessary to determine not merely the range of the target but its speed and course. In this they are assisted by ingenious instruments of a confidential nature, but in the last resort it is the personal element that counts, and accurate shooting is principally a matter of skill and judgment. The complex nature of the problems to be solved is indicated by the following remarks by an expert:

You can only fire at a distant target on the expectation that it is going to maintain its speed and direction of movement. This is because not only does the projectile take a very considerable period to travel from the firing ship to the target at such ranges—so that it is not the range at the moment, but so to speak, a future range that is actually used—but the firing ship's speed will give it a sideways direction, making the right deflection as essential as the right range. To state the problem in another way, the actual point at which the projectile must be aimed is not the hostile ship itself, but the place in the water at which the hostile ship and the projectile ought to meet.

The difficulty of hitting is further increased when either the target or the firing ship, or both, are under helm—that is to say, changing course. In the firing that I witnessed the Iron Duke and the Benbow were "engaging" the Marlborough and Emperor of India, the range being such that the two last-named ships were only just visible to the naked eye. We were all moving at a considerable speed in fairly smooth water. Seated in the foretop of the Benbow—a small enclosed compartment high up on the mast, with all windows open to prevent the shattering of the glass through concussion—I watched the Iron Duke, steaming just ahead of us, fire her first salvo at the distant target—namely, the Emperor of India.

A Thrilling Experience. Needless to say, the guns were so trained that their projectiles would drop some distance astern of the actual point of aim, this method of using an actual ship as the target being known as "throw-off" practice. It sounds rather thrilling, and, in fact, is so, but so nicely adjusted are the control instruments, and the guns, and so skilful the gunners, that no element of real risk is involved.

As a spectacle big-gun firing at sea would be difficult to surpass. At each discharge there is a blinding flash and a rush of brown smoke, which disperses almost instantly, leaving the field of vision clear again. To all intents cordite is actually smokeless. In this respect photographs are deceptive, for the hot gases generated by the explosion appear on the plate as dark clouds of smoke, whereas they are really invisible. After a certain interval waterspouts were seen to spring up from the sea some distance in rear of the target, thus enabling our control officers to check the range. If the projectiles fell short, the sights were put up so many degrees; when "overs" were observed the sights came down accordingly. But from my observation the exact range was found with marvellous promptitude, nor was it lost when the target ship altered her course.

As the Benbow's guns joined in there was a mighty crash, followed by a blast of hot air as from the sudden opening of a furnace door. The whole ship reeled as under a blow, but instantly steadied herself. In spite of the vibration in the foretop the officers kept their eyes glued to their instruments, and their brief staccato orders could be heard amidst all the turmoil. After the first few rounds have been fired one's faculties return to normal, the explosions cease to be deafening, and the peculiar effects of the air blast no longer cause serious discomfort. As an antidote to "gun sickness" there is nothing to equal a full-calibre shoot.

Shells Seen in Flight.

In long-range firing, where the trajectory is steep, the projectiles can be clearly seen in flight—two or more black dots ascending a sharply curved arc until they disappear into the blue and, many seconds later, announce their arrival by throwing up silvery exclamation marks as high as a ship's masthead.

When the prescribed number of rounds had been fired it was our turn to act as targets to the Marlborough and Emperor of India, and it was at this stage of the proceedings that the quality of present-day British naval gunnery was revealed. A ripple of flashes from the two grey ships almost hull down, a period of waiting that seemed to run into minutes instead of seconds, then an ominous rumble overhead and three or four terrific smacks on the water. There plumb in our wake rose the gigantic fountains, which would have been volcanoes of fire and red-hot steel belching from our decks but for the deflection of the guns which were trained upon us. Swerve as we might to port or starboard, the great splashes followed in our wake with relentless precision. Now and again a projectile, after its first plunge, would ricochet far across the sea like a playful porpoise, which indeed it resembled in girth and colour.

I have not heard the official results of this practice, but if the gunnery of the Fleet is up to the sample I saw, the country may rest assured that all is well with this vitally important department of the national defences. For reasons of finance, however, the expenditure of naval ammunition is rigidly curtailed, and it is a moot point whether an increase in the present scanty allowance of powder and shell would not prove the soundest form of economy.—"Daily Telegraph."

MOVEMENT OF STEAMERS.

The M.V. "Remo" (D. & Co.) sailed from Aden on March 26 and is due here to-day.

The P. & O. s.s. "Morea" left Shanghai for this port yesterday at 4 p.m. with the Mails, and is due here to-morrow at about 7 a.m.

The C.P.S. R.M.S. "Empress of Russia" arrived Hong Kong this morning. She will sail for Manila to-morrow at 5 p.m.

The B.I. s.s. "Talma" left Singapore for this port on April 24 p.m., and is due here on April 29 p.m.

The M.V. "Toronto" (D. & Co.) sailed from New York on March 17, and is due in Manila on April 30. The P. & O. s.s. "Alipore" left Singapore for this port yesterday at Noon with the outward Mails, and is due here on May 1 at about 4 p.m.

The s.s. "Kendal Castle" (D. & Co.) sailed from New York on March 6, and is due here on May 7.

The Swedish East Asiatic Co. M.V. "Rankine" left Hamburg on April 14 and is due here on or about May 25.

NETHERLANDS SHIP-BUILDING.

The Koninklijke Paketvaart Maatschappij, Amsterdam, have placed an order for the construction of seven motorships of 165ft. 6in. in length, 28ft. 8in. in breadth, 10ft. depth, and of 783 tons displacement on 8ft. mean draft, with the Internass Shipbuilding Co., Slikkerveer. The machinery for these vessels, which are to be used in the East Indian coasting services, will be constructed by Messrs. Sulzer Bros., Winterthur.



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Pres. Monroe May 6th 8 a.m.
Pres. Wilson May 20th 8 a.m.
Pres. Van Buren June 3rd 8 a.m.

Pres. Hayes June 17th 6 a.m.
Pres. Polk July 1st 8 a.m.
Pres. Adams July 15th 8 a.m.

To Manila

Pres. McKinley Apr. 30th 6 p.m.
Pres. Grant May 14th 6 p.m.
Pres. Monroe May 6th 8 a.m.
Pres. Wilson May 20th 8 a.m.
Pres. Jefferson May 8th 6 p.m.
Pres. Adams May 22nd 6 p.m.

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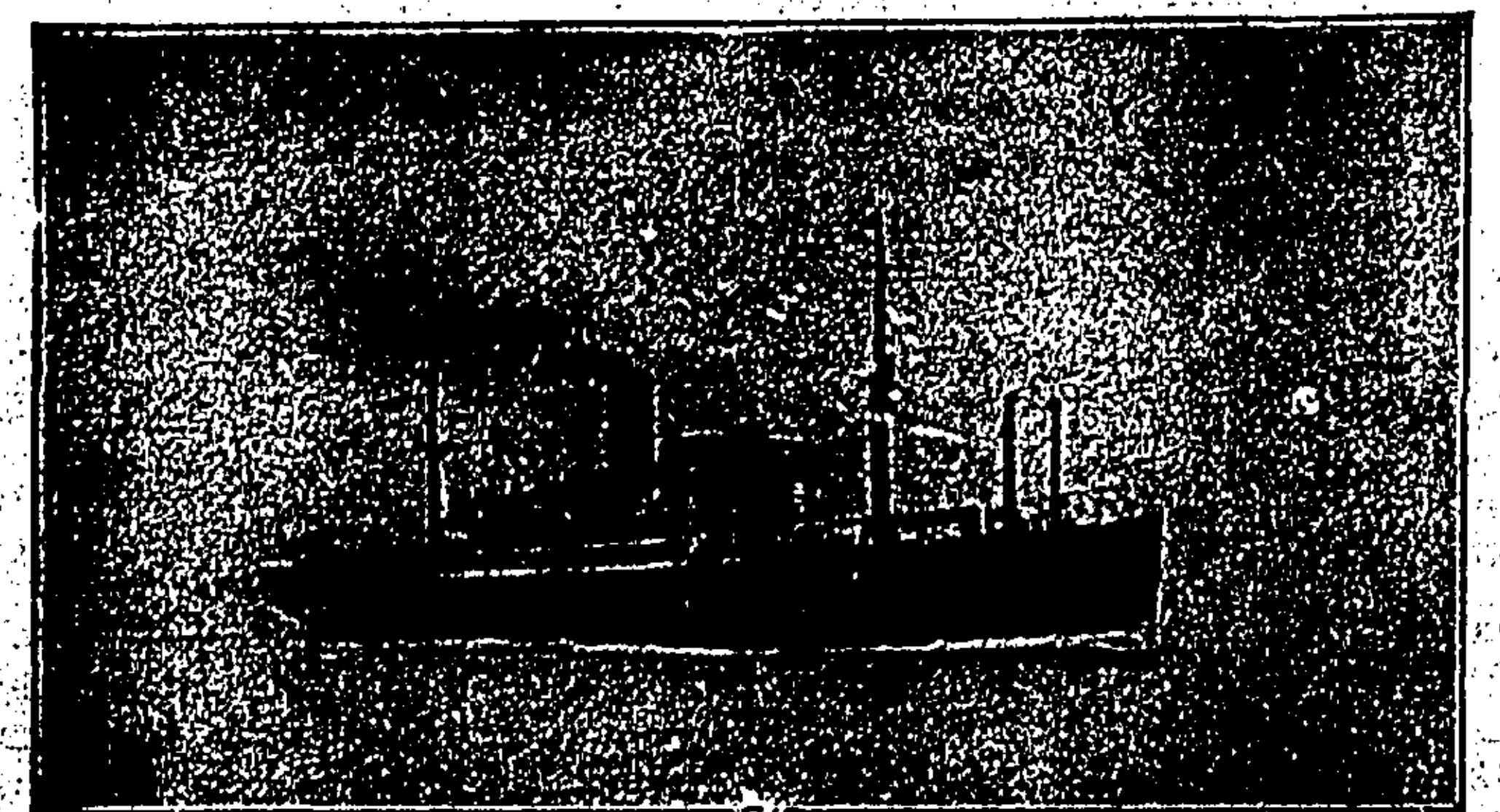
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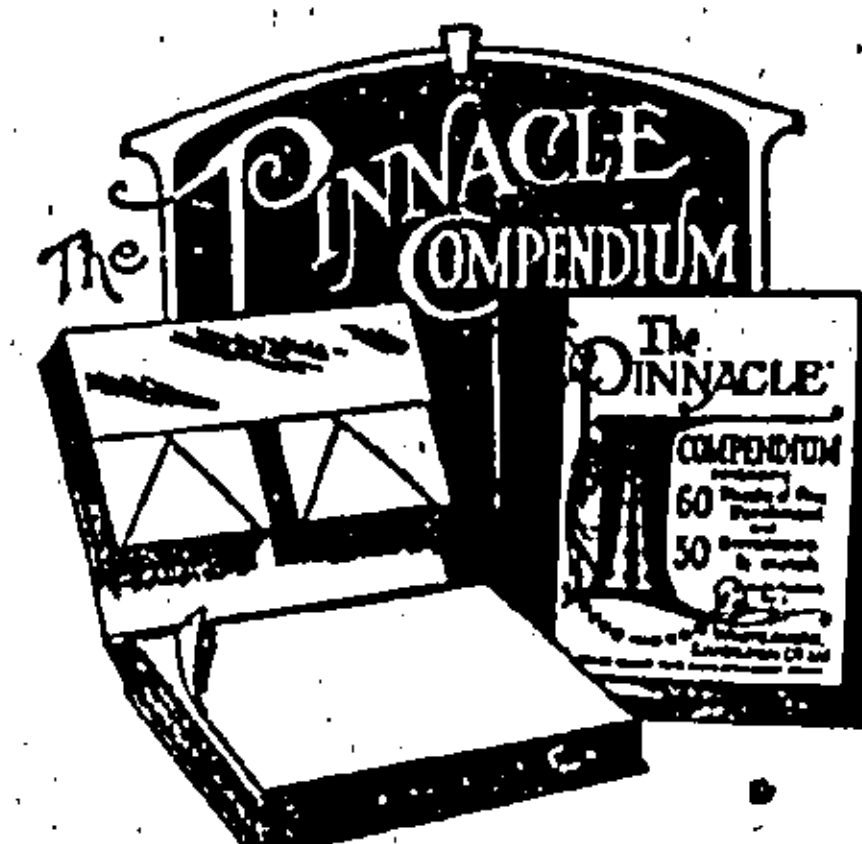
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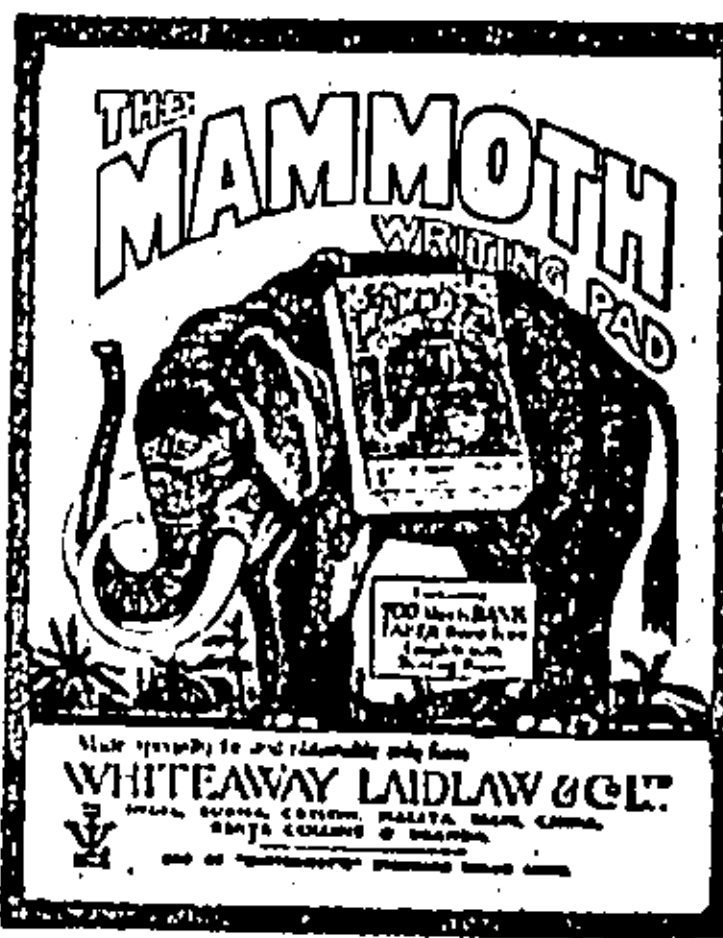
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Hong Kong, Thursday, April 26, 1928.

H.E. THE GOVERNOR'S SUGGESTIONS.

His Excellency the Governor's personal contribution to the Hong Kong General Chamber of Commerce's annual meeting was admirable and, needless to say, it was expressed with that felicity of phrase and lucidity of style that invariably accompanies His Excellency's public utterances. Having treated the members of the Chamber to an exposition of economic fundamentals, a proper appreciation of which, as His Excellency reminded his audience, is very desirable in coping with the menace of Communism, unhappily not yet eradicated from our midst, His Excellency referred to two subjects of considerable importance to Hong Kong's population generally and of perhaps more importance to Europeans, namely, as to the desirability of acquiring a knowledge of the Chinese language; also as to it being essential that a real attempt should be made to break down the social barriers which exist between the European and Chinese communities resident here.

Sir Cecil Clementi, quite apart from the high office he so ably occupies in the Colony, is of course admirably qualified to speak on both subjects. He is a Sinologue of distinction and a linguist, and none more than he is better able to realise the effects of the breaking down of social barriers. And there can be no doubt as to the value of a knowledge of the Chinese language to Europeans resident in Hong Kong.

Indeed it is surprising that the lack of such knowledge in so many of us is not felt more seriously than it is. The credit, we doubt not, is much more with our friends the Chinese than with ourselves, for if it were not for the adaptability, patience and perseverance shown by them in acquiring at least a rudimentary knowledge of our language, we should indeed be in queer predicaments on many occasions. The Chamber of Commerce are very properly entitled to be proud of what continues to be done at their Language School, so much so that His Excellency's suggestion that the language course at the local University should be made use of by the commercial classes as well as others seems somewhat superfluous, particularly as the time at which the classes are held—even though that time should be altered to the afternoon instead of the morning, as at present—is doubtless inconvenient for most people engaged in commercial pursuits here. With Sir Cecil's views there can, of course, be no question, as undoubtedly a knowledge of the Chinese language is of very considerable value. As for the breaking down of the social barriers the remedy should be much easier to accomplish. Shanghai has shown the way long ago in the formation of their Union Club, in which the members are chiefly Chinese, American and British. Such a club could, of course, be formed in the Colony while, as His Excellency suggests, sports clubs and other similar activities could be formed both in Hong Kong and Kowloon.

We are in whole-hearted sympathy with both suggestions, and as the time seems more opportune to-day than it has ever been, it would be well if such influential bodies as the General Chamber of Commerce should take up His Excellency's suggestions at the earliest possible moment.

Japan and China.

Now that the Japanese have entered Tainanfu, it will be interesting to see what action the various Chinese Governments will take, if any. The Peking Government protested, but even though Japanese troops are now at Tainanfu, it is obvious that Peking will have no direct voice in Shantung south of the Yellow River. The Nationalists also protested. After the Note was delivered, however, it became known (through Reuters) that "authoritative Chinese opinion believes that the Japanese will not attempt to hold up the Nationalist advance." The Chinese man in

the street has been unusually temperamental in regard to the Japanese precautionary measures. At Amoy, a South China treaty port, the boycott which showed signs of abating appears to have revived because of the despatch of troops to Shantung province in the north. As we have stated before, Japan has nothing to gain by taking sides. And in present circumstances it seems that she will be wise enough to maintain strict neutrality. There have been occasions when Japan was accused of unduly hampering the opponents of Marshal Chang Tso-lin, the head of the Manchurian faction which has been in power in Peking for some time. With due care, the Japanese can steer clear of being involved beyond having to protect the large number of nationals who have settled in Shantung. The British are in a different position. Shantung is not like say, Shanghai or the Yangtze Valley.

CORRESPONDENCE.

CENSORSHIP OF NEWSPAPERS.

(To the Editor of the "China Mail.")

Sir,—A friend of mine is a small contributor to a small Chinese newspaper in this Colony. A few days ago when I happened to call on him he looked rather despondent. It appeared that one of his contributions was rejected. The paper explained to him that it had no objection, but that his article was not allowed to be published by the censors, at the Secretariat for Chinese Affairs. I glanced at the article. It looked to me to be quite harmless and dealt with a subject which seemed to me had nothing to do with the Colony at all.

I do not care much whether my friend's article was rejected or not, but I felt greatly surprised at and wish to bring to the notice and judgment of the public that a censorship of newspapers should exist at all in this Colony at the present moment. I can well understand and quite agree that during the strike and boycott and in any such emergency a censorship of newspapers is necessary, but the Colony regained its normalcy more than a year ago and I absolutely fail to see why the Press should still be muzzled.

I understand that the English papers have never even during the height of the strike and boycott days been subject to censorship. I imagine. Not a few cases have come to our notice lately of employees, once of excellent character, who have had to be shipped home, simply because they had gone to pieces from night life and easy credit. Conceptions of how to spend spare time are different now, all the world over, from what they were. There is a more general demand for distractions that cost money. And when a man can get motor-cars, dinners, drinks and dancing every night for the mere signing of his name, it is not wonderful that reckonings mount up heavily at the end of the month.

The obvious remedy is that people should be made to pay for what they have in hard cash. Nobody can go dining and dancing in public rooms in London without money in his pocket. In his club he must pay for his drinks as he orders them. And shops must know you fairly well before you get anything like extended credit. Even so, it is curious to note how much more careless people are with money when it is paper they are handing about, than with gold or silver. The phrase "oh, it's only five dollars" would not have the contemptuous meaning it has in Shanghai if there were no notes for any but really big amounts and we had to pay up in good hard metal. But apart from such psychological considerations, if for every five dollars' worth of amusement, we had to put down on the spot a five-dollar note, we should probably remember more vividly than we do how few of them there are in a three-hundred-dollar salary and what a lot of claims are made upon them at the end of the month.

Knowing your fair-mindedness and the staunchness with which your paper has always upheld the freedom of the Press, I venture to ask you to give a little space in your paper for this letter.

I am,

Yours, etc.,

ONE OF THE READING PUBLIC.

Hong Kong, April 26, 1928.

HOME RAILWAYS.

"DELIVERING THE GOODS" HELP SALES.

EXPERT'S VIEWS.

At a meeting of the Incorporated Sales Managers' Association at the First Avenue Hotel Mr. H. W. Payne, of the Great Western Railway Chief Goods Manager's Office, spoke on the subject of "Delivering the Goods."

In a general survey of the facilities afforded by the railway companies to-day particular stress was laid upon their elasticity of policy and their adaptability of function. Two phases of railway activity on the roads, he said, were of special significance.

The country lorry service tended towards speedier transit by short-circuiting the cross-country journey by rail, the collection and delivery of miscellaneous goods over widely-dispersed rural areas being effected by road motors. The railroad distribution scheme was designed to deliver over wide-spread areas individual packages of kindred traffics. The goods were bulked for conveyance to railroad, and thence distributed by road lorry.

For the 100-ton gun or the parcel of a few pounds, for the elephant in the specially strengthened wagon or the pigeons to be released at a given point, according to senders' instructions, the railway companies possessed equipment and provided service for all. Their accommodation and appliances were constantly under review. Each and every new invention likely to be of service was closely scrutinised, and adopted or adapted, as might be necessary.

CHIT SYSTEM.

SHANGHAI JOURNAL COMMENTS ON THE SYSTEM.

CONDEMNATION.

Now that the police have closed the "wheels" in Bubbling Well and Yates-roads, the most interesting disclosures they could make would be to publish the names of all those whose unredeemed chits they found on the premises, says the "N. C. Daily News." Of course this will never be done, but it would certainly be startling and probably salutary. If only half the tales one hears are true, the extent to which some men are "down" far beyond their ability to pay is little short of appalling. Some of them, it is to be feared, started play on the principle of "heads I win and tails you lose." It is not a nice principle, as the people they played with have at least always played honourably with them. Others will pay up as they can and it may take them years to do so. Now we are not proposing to moralise on gambling as such. But we wish to emphasise that, whether at "wheels" or at any other form of diversion, debts would not be incurred as they are now, if it were not for the chit system.

There was some correspondence on the question a few days ago, but it did not enlist much support nor did it go nearly deeply enough. Indeed the principal point made, if we remember rightly, was that the chit system leads to mistakes in bills. This is surely a minor issue. There was once a popular story in Shanghai of a firm that could not trace which of their customers owed for a saddle that had been bought; so they charged it up in seven accounts and six of them were paid. Probably the story is a libel. At any rate, if people are so careless over their bills, they have no one to blame but themselves. The real mischief with chits, of course, is that they cause people to lose sight of what they are spending and to spend thoughtfully what they have not got. Shanghai was always a bad place for running into debt, but there can be no question that in recent years it has grown very much worse. Every employer of labour will bear witness to that, we believe, and we are told that the number of men who are posted at clubs for non-payment of their monthly bills has increased alarmingly. Not a few cases have come to our notice lately of employees, once of excellent character, who have had to be shipped home, simply because they had gone to pieces from night life and easy credit. Conceptions of how to spend spare time are different now, all the world over, from what they were. There is a more general demand for distractions that cost money. And when a man can get motor-cars, dinners, drinks and dancing every night for the mere signing of his name, it is not wonderful that reckonings mount up heavily at the end of the month.

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EDUCATION BOARD.

TRIBUTE TO REV. DR. PEARCE.

GOING AWAY.

At the 61st meeting of the Board of Education held yesterday the Chairman proposed the following resolution:—

"That the Board deeply regrets to learn of the resignation of Rev. Dr. Pearce and desires to place on record an appreciation of the very valuable services rendered by him during his eight years as a member of the Board."

Mr. A. E. Wood said that it was for him a sad duty as well as a privilege to propose the resolution. Dr. Pearce's intimate association with education in China for half a century was well known to those who were present. His colleagues on the Board had had many opportunities of observing the serene large-mindedness with which he approached difficult problems.

To Dr. Pearce, Dr. Tso and Mr. Ralphs belonged the distinction of having been members of the Board since its inception eight years ago. Mr. Wood first met Dr. Pearce 20 years ago trembling before him at his first examination in Cantonese. He remembered that Dr. Pearce asked him if he knew another expression for "pick-pocket" and while he was hesitating, Dr. Pearce in his genial way obligingly supplied the answer.

Legacy Left Behind. Dr. Pearce and his infectious laugh which was a continual light would be very much missed. His interest in education was not confined to what could be learned from books, but he was at home on the cricket field, and wherever healthy games were played. When Dr. Pearce had gone, it would be for those who were left behind to do their best to foster the spirit of courage and kindness which he left behind as a legacy to those who were to follow after him.

Remarkable Contrast. In recommending the resolution Dr. S. W. Tso said he had known Dr. Pearce for 35 years, and bore testimony to the outstanding services which he had rendered to the cause of education. The resolution was carried with acclamation.

In reply, Dr. Pearce referred to the remarkable contrast between educational conditions in the Colony and China 50 years ago and those of to-day. In the course of some interesting reminiscences he referred to the conservatism of the parents of Chinese children in the days of Dr. Eitel and how they clung to the old method of learning by heart. In those old times in Hong Kong it was not considered proper for a man to visit girls' schools. With this he contrasted some remarks recently made by Mr. Hornell in speaking of the lady under-graduates in the University.

Dr. Pearce said that he had had much to do with educational matters during his long service in the Colony, and it was to education that he owed his sunniest memories. In thanking the Board for their kind resolution he said he had always admired the harmony of the Board and he himself had tried to work harmoniously with them.

LIFE ASSURANCE.

Australia has now entered the field in The National Mutual Life Association of Australasia Ltd., having sent Mr. John E. P. Walker, with a record of 40 years' service, to organise business in its behalf. This office, established in 1869, was the originator of the Nonforfeiture principle and is also noted for its Excellent Bonuses. Its Branches and Agencies encompass the Empire. The local office is in the China Bank Building, Queen's-road.

DO YOU KNOW?

To-day's List of
Little Posers.

From day to day in the "China Mail" appear half a dozen questions of a general nature, for which acknowledgment is due to the "Daily Sketch." Answers will be found on page 9 of this issue.

1. Why do people who cannot write usually "sign" their name with a cross?
2. Do you know why a part of the "driving apparatus" on an electric train is known as the "dead man's handle"?
3. Why are eggs associated with Easter?
4. How did our national flag, the Union Jack, come into existence?
5. How did the order of the garter originate?
6. Why is part of a man's throat called the "Adam's Apple"?

Stranger: "So you've had an aeroplane crash here?"
Farmer: "Yes, one of them sky-writers came sudden-like a few days ago. Reached a 'full-stop,' as you might say."
Stranger: "Oh, is he much hurt?"
Farmer: "Well, it said in the paper something about him still being in a state of 'commotion'."

AIRMAN DEAD.

FLOYD BENNETT SUCCUMBS
AT QUEBEC.

"LINDY" TOO LATE.

New York, Yesterday.
Floyd Bennett is dead.
The airman who flew to the relief of the Trans-Atlantic airman on Greenly Island is lying at the brink of death. He is Floyd Bennett, who, against doctor's orders, piloted the machine from Detroit to Quebec en route to Greenly Island. He collapsed with pneumonia and has been taken to Quebec Hospital, where the doctors say the only hope is the application of a special serum obtainable only at the Rockefeller Institute, New York.

Colonel Lindbergh heard of it and immediately volunteered to fly with the serum to Quebec. He was rushed in a fast motor-car to Mitchell Field Aerodrome from which he took off in an army aeroplane capable of 150 miles an hour with the serum and three white mice in a glass jar for use in connection with the treatment in the cockpit.

Quebec, later.
Lindbergh has arrived.—Reuter's American Service.

"Bremen" Memorial.

Quebec, Yesterday.
A simple stone monument of Labrador rock will be erected on Greenly Island to commemorate the landing of the "Bremen," as this is the first non-stop crossing of the Atlantic from east to west.

Latest News of the "Bremen."
Murray Bay, Yesterday.
The "Bremen" airman have decided not to attempt to fly the "Bremen" here on account of the bad conditions of taking off.

The airman will leave Greenly Island in a relief aeroplane which is there.

CORINTH'S 'QUAKE.

FURTHER DESTRUCTION AT
THIS GREEK TOWN.

RAIN AND HAIL STORMS.

Sofia, Yesterday.
The official statistics concerning the recent earthquakes show that over 3,000 houses have collapsed at Philippopolis, 6,100 have become uninhabitable, and another 2,500 must be repaired.

The earthquake damage at Corinth is estimated at 600,000, 000 drachmae. 15,000 persons are homeless and ten killed.

Newspapers praise the devotion of the superintendent of the telephone office at Corinth. He remained on duty although he himself, his wife and children were injured, and the office was collapsing.

There were further shocks at Corinth last night accompanied by a violent storm and subterranean rumblings. Houses previously standing were destroyed by the shock, which was experienced at Athens in the morning.—Reuter.

Further Disaster.

Athens, Yesterday.
Violent shocks were followed by rain and hail storms in Corinth early this morning and tents sheltering the refugees were blown down and the earthquake sufferers exposed for hours to the torrential rain. Many give the appearance of having lost their reason as they sought vainly for shelter.

The few buildings in Corinth and Isthmia which remained have collapsed.

A woman, said to be 120 years old, was killed by the collapse of a wall.

The vineyards of ancient Corinth have been destroyed.

The crews of the British warships are affording every assistance. Five hundred tents and a large quantity of bread are being coming aboard the British warship "Eagle."—Reuter.

RECORD-BREAKER.

BOY ON 50,000 MILES
DRIVE.

A 16-year-old London school-boy motorist, Fred Rapson, has become a world-record breaker. He is the son of Mr. Lionel Rapson. Since February 23 Mr. Rapson, with the help of his son and a mechanic, has set up on the Miramas track, near Marseilles, non-stop records of 20,000 miles and 26,000 miles.

Father and son and the mechanic, taking eight-hour turns at the wheel, hope to complete 50,000 miles by about the end of April.

"We are about two days ahead of scheduled time which requires us to do 5,000 miles a week," Mr. Rapson told an "Evening Standard" representative before after a few hours, snatched for business in London.

LIANG SHIH-YI.

IS HE AGAIN
DECLINING?

BRILLIANT PERSONALITY.

Peking, April 11.
A feeling that is almost superstitious has spread rapidly through this community during the past few days that Mr. Liang Shih-yi has gone into another of his characteristic political declines, writes Rodney Gilbert in the "N. C. D. News." As everyone knows, Mr. Liang used to be known in Yuan Shih-kai's time as the "God of Wealth," because it was supposed that everything he touched yielded money. It was then assumed, despite an ominous tradition from an earlier epoch, that he was one upon whom and whose following "luck" danced persistent attendance. Mr. Liang is a Cantonese and a genuine Hanlin graduate—not one of the bogus, semi-foreign variety. He is indeed a super-Hanlin as we shall show later. He is the father of the Bank of Communications and of a score of other ambitious financial undertakings and, while his personal fortune is undoubtedly exaggerated, he has enjoyed a popular reputation for nearly twenty years very similar to that which Hugo Stinnes enjoyed in Germany during his short but brilliant financial career. Liang Shih-yi has a charming manner and a magnetic personality. Like every other Hanlin with whom the writer has had the distinction of conversing in his (the writer's) atrocious Chinese, Mr. Liang has that confidence of supreme scholarship which enables him to talk in the polite but simple language of the Mandarin phrase book, adorning his language with no quotations from the Classics and resorting to no pedantry in phraseology for effect.

All of these accomplishments and qualities naturally make a deeper impression upon the Chinese than upon the foreigner, but it happens nevertheless that whenever Liang Shih-yi emerges from a period of retirement, he rises without opposition to a position immediately next to but not at the top and then, after a very brief term of brilliant achievement, promising still greater things in the immediate future, sinks into oblivion again even more rapidly than he rose—sometimes, at least, dragging down with him the regime with which he was associated. Of this the local Chinese potentates seem suddenly to have been reminded, since Mr. Liang went to Tientsin some days ago, supposedly representing all the financial power of the Banks of China and Communications, to tell a bankers' conference how much they ought to subscribe to a Fengtien war loan, and returned discomfited by an attitude of obstinate scepticism. Since then a fickle local officialdom has been resurrecting old traditions of "Chiaotung" failure and passing them to and fro for inspection to such good effect that Liang Shih-yi's is already described as a waning star and his appearance cited as an omen of ill fortune.

The Old Buddha's Prejudice.

It is remembered, for instance, how the Empress Dowager once took a violent prejudice against him when his career as a high official seemed to be all but made. This was in the days after the Boxer affair when the newly restored Court was making a heroic effort to recover lost ground, when the advice of the famous Hu-Kuang Viceroy, Chang Chih-tung, who had held the Yangtze neutral in opposition to Imperial orders during the orgy in the North, was being most thoughtfully considered and usually accepted and when exceptionally capable men for special tasks of reconstruction were being everywhere sought. Chang Chih-tung suggested a special examination of Hanlin graduates previously passed as a means of skimming off the creme de la creme. The advice was taken, the examination held and the names of the remarkably highly qualified were handed to the Empress on a state occasion. According to Court tradition the name of Liang Shih-yi was at the top, but the old lady no sooner cast eyes upon it than she assumed an attitude of aversion, seized her large red brush and ran a heavy line through it. According to tradition again, Mr. Liang no sooner heard of this than he was in full flight in the direction of Tientsin. There, according to reliable tradition which came long ago to the writer viva voce, he spent some months hiding in Mr. Tang Shao-yi's yamen learning (and learning very well indeed) the noble game of poker from Mr. Ku Hung-ming, who was then the chief secretary to the Viceroy Chang Chih-tung.

What turned the old Empress so strongly against Mr. Liang the writer has never heard adequately explained. We all know that form the strongest possible impressions off-hand on the strength of

physiognomy, hand-writing and the euphony of a name, or the lack of it, and almost any first impression may have turned the irascible old Dowager against the promising young scholar; but a bare dictionary rendering of his name "Shih-yi," which is easiest translated "Scholar-Deceptive," seems to give the readiest clue to a sudden imperial aversion.

The Return to Favour.

Whatever his disqualification at Court, Mr. Tang Shao-yi stood by his refugee and eventually established him not only in Yuan Shih-kai's favour but restored him to official life, in a modest way, before the Empress Dowager's death. With Yuan's return to official life, his assumption of the presidency and his preparations for his imperial career, Mr. Liang waxed bigger and bigger in a most spectacular way. He finally became the exalted financial manipulator to the Government of China and the supreme promoter of the monarchy movement. Then, with Yuan's death and the discredit that fell upon the enterprise, he disappeared once more abruptly from official life. He did not again appear until the autumn of 1918 when, after Hsu Shih-chang's so-called election to the presidency, he emerged with his accustomed abruptness as speaker of the Senate.

In 1921, he became Hsu Shih-chang's Premier under the direct patronage of Chang Tso-lin and steered a course which brought him into direct conflict with Wu Pei-fu, who accused him of conspiracy with the Japanese designed to take the question of the rendition of Shantung out of the hands of the Washington conference, and finally brought on the war wherein Chang Tso-lin was defeated, in 1922, by Wu Pei-fu and driven beyond the Great Wall. Hsu Shih-chang was most unceremoniously thrown out of office by Wu Pei-fu because of policies for which Mr. Liang was reputed to have made him responsible. Liang Shih-yi therefore gained credit, up to that time, for having been expunged from the official state because of the Empress Dowager's intuition, for having brought about Yuan Shih-kai's downfall and death and for having steered Chang Tso-lin and Hsu Shih-chang to complete shipwreck.

An Unlucky Speculation.

Two years ago, when a remark of Sir Francis Aglen's about the status of the "96-million" loan bonds was deliberately misinterpreted by the Chinese bankers to produce a "boom," Mr. Liang—in his capacity of Tsai Shen (God of Wealth), dictated to his friends and a whole group of banks with which he was connected, a heavy buying policy which loaded the entire "Chiaotung Clique" up with paper that dropped on the market with a sickening thud when it was understood that Sir Francis Aglen had remarked that "if he gave another loan Customs security, the '96-million' was next in line," but that he was fairly definitely set against fathering any more loan services. Until a few months ago the "Chiaotung" faction has been nursing its bruises; and then Mr. Liang once more emerged and stepped up to a position in three governments, instead of one, in which he immediately enjoyed unusual power and prestige. Officials in Canton, Nanking and Peking became almost simultaneously aware that the Chiaotung influence was planted in their midst and was growing with mushroom rapidity and power.

The Customs Intrigue.

Here it became apparent that the entire Customs question for all China had been put in Mr. Liang's hands, with the idea that he controlled policy in the other camps and could drive a bargain, with two or three forces behind him, that would reduce the foreigner to quiescence and increase everybody's revenues—just about the time that (as variously envisaged) Peking took Shanghai and Nanking took Peking. As the large and generous plans of the Chiaotung faction began to be understood, malignant vapours began to exude from Nanking and suspicions began to be expressed here. Fengtien is simple-minded and straightforward and moves slowly, but when Mr. Liang's interim tariff scheme was propounded and duly submitted through his southern Chiaotung agents to "his other government," and no endorsement was forthcoming, the kind of small and mean men, whom the Generalissimo mentioned unfavourably in his recent lecture to officialdom, began to buzz about town stirring up unpleasant recollections of the Empress Dowager, Yuan Shih-kai's downfall and death, Hsu Shih-chang's most undignified exodus from a long official career, Chang Tso-lin's own expensive and unheroic flight in 1922, and the "abominable behaviour of '96-million' bonds on

the market two years ago. It is said, apropos of nothing much, that when a crow settles on a house

ON THE BACK.

DEAN OF MANCHESTER'S
UNIQUE EXPERIENCE.

TRAIN TRAVELLING.

By the Very Rev. Hewlett Johnson, Dean of Manchester.

The heart rests best when the body lies flat. And that explains the misery of a night in the train. Throughout Britain, and in most parts of Europe, multitudes of travellers suffer that misery nightly. Many of them are the men and women who stand most in need of sleep. A night journey is the prelude to a hard day's work for commercial travellers and the smaller business men. I am uneasy when wealthier travellers smile at discomforts they themselves never experience. It is on behalf of these poorer travellers that I think and write.

For how unnecessary it all is. Let me explain.

Four summers ago, in my last year as a vicar, I took 45 parishioners to Switzerland. We spent time in Amiens, Paris, Basle, and penetrated across the St. Gotthard to the borders of Italy. We were all poor. Our total expenditure was to be limited to £11 each; and we journeyed from Manchester, not London. Naturally we travelled third class, and spent two nights in the train.

In my carriage were four other members of our party. Three of us sat bolt upright. Two, on the opposite seat, managed to recline more or less at ease. My other companions were worn out with sight-seeing. They longed to lie down.

My eyes rested on the luggage rack and I remembered the little bunks in our yacht when I was a boy. In a moment I had the luggage down. And then in another moment I was in the rack—for Continental racks are wide and strong and strung with stout cord like the hammocks of a ship. I stretched out my 6 ft. of length contentedly. In five minutes I was asleep and in a flash we seemed to be in Basle. On the return journey my example was followed by others. And in the carriage adjoining mine a very modern young girl of our party, strong and athletic, was also on the rack on the other side of the partition. The ticket-collector showed neither surprise nor disapproval. Probably he guessed we were British.

Incidentally the displaced luggage can be disposed on the floor, filling up the foot space. Covered with coats it turns narrow seats into broad couches. Nine comfortable nights my wife and I have spent just lately in Spanish and Italian trains through this simple device. Our fellow-passengers were surprised and pleased, save one irascible Italian gentleman who entered the carriage at midnight and inquired whether we thought we were in a wagon-lits. We did. And we had made it such with a little ingenuity.

The provision of sleepers for all could be managed. And at little enough expense, too. All that one needs is 6 ft. of stretching room and the simplest mattress. A common third-class carriage would serve the purpose. It could be fitted up and could be restored in a few minutes to its daily use.

I know that some day it will be done. The only question is whether road or rail does it first. The road transit companies are carefully considering the scheme I laid before them when the railway companies declined it. But I want it done quickly. I am sorry for those tired travellers of slender means. I am jealous, too, for English trains and inventiveness. Why should other lands forestall us?

"Yes," said the old lady, mending her husband's socks, "I had to do a lot of darning when I was young." "You might have said worse," replied her modern daughter, just off to a dance.

top and caws stridently it often happens that the house catches fire or the roof tree collapses under him, by virtue of the ill luck summoned, before the ominous bird can rescue himself.

The recently reported failure of banking negotiations in Tientsin, of which much has still to be learned at this writing, gives the soothsayers still further material for gossip—all of which has a rapidly erosive effect upon the Manchurian military mind—and the recent small eruption in the Customs College which has focused so much attention upon Liang Shih-yi affords his enemies an opportunity to hint that, not content with manipulations leading to financial control in Canton, Nanking and Peking, the Chiaotung folk have been catering to Feng Yu-shiang's semi-

Shadows Before

COMING EVENTS ANNOUNCED
IN THE "MAIL."

To-day—Concert by members of the St. Peter's Church Young Men's Club at St. John's Cathedral Hall, 8.45 p.m.

To-day—Queen's Theatre; "The Cohens and Kellys in Paris."

To-day—Star Theatre; "Footloose Widows."

April 28-30—Star Theatre; "A Man's Past."

April 29-1 May—Queen's Theatre; "Annie Laurie."

April 29-30—World Theatre; "The Valley of Hell."

April 30—Cheer 'O' Y.M.C.A. dance, at Helena May Institute.

May 1-2—World Theatre; "The Sap."

May 1-2—Star Theatre; "The Manicure Girl."

May 2-5—Queen's Theatre; "The Battles of Coronel and Falkland Islands."

May 3-5—World Theatre; "The White Rose."

May 3-5—Star Theatre; "Hell Bent For Heaven."

Lammerts' Auction.

April 26—Valuable Curios, at Sales Room, 2.30 p.m.

April 27—Household furniture, 42, Humphreys-bldg., Kowloon, 2.45 p.m.

April 28—Household furniture, Observatory Villas, Kowloon.

April 30—At Sales Room, Postage Stamps, 6.15 p.m.

April 28—Hong Kong Boxing Association's final tournament, Lee Theatre, 9.15 p.m.

May 5—H.K. Jockey Club fourth extra race meeting.

Miscellaneous.

April 27—Laying of foundation stone of new St. Stephen's-bldg. at Stanley Peninsula, by H.E. the Governor, 3.30 p.m.

CINEMA NOTES.

"THE COHENS AND KELLYS
IN PARIS."

"The Cohens and Kellys in Paris," the new picture at the Queen's Theatre to-day, is a rollicking sequel to the famous "Cohens and Kellys." The story is not a "slapstick" farce, but rather, a drama with a generous sprinkling of clever comedy. The plot concerns an Irish and a Jewish family who are partners in business. Frequent fights between them result in a feud which carries both families to Paris in order to stop the wedding of a Cohen to a Kelly. George Sidney and J. Farrell MacDonald, who both appeared in "The Cohens and Kellys," are seen together again, and other members of the cast include Vera Gordon, who appears as the Jewish mother, Kate Price in the role of Mrs. Kelly, and Gertrude Astor who contributes many of the laughs in this entertaining picture. "The Cohens and Kellys in Paris" will remain the chief attraction at the Queen's Theatre until Saturday.

"FOOTLOOSE WIDOWS."

"Footloose Widows," the chief picture in the new programme at the Star Theatre to-day, is a clever farce comedy taken from the magazine story of that name. The picture tells the story of two pretty little slappers in an exclusive New York draper's shop. As mannequins they see the gorgeous life of their wealthy patrons, and themselves yearn for the thrill of love and adventure before it is too late. Suddenly they plan to storm the citadel of wealth by posing as widows. How love, in the form of a handsome young man, comes to the rescue, and how the girls return to the city wiser than they left, makes a thoroughly enjoyable entertainment. Louise Fazenda and Jacqueline Logan, both well known in the field of comedy, are cast as the frivolous pair, while Jason Robards, a newcomer to the screen, plays the hero.

"THE BIG PARADE."

"The Big Parade," with John Gilbert, Renee Adoree and Karl Dane as the leading players, which has been drawing crowded houses to the World Theatre since Sunday last, will be screened at that theatre until Saturday. Owing to the length of the picture, only three performances can be given daily, and these start promptly at 2.30, 6.30 and 9.15 p.m.

The best available Australian polo team will visit America in 1929, says a Reuter message from Melbourne. The American Association is financing the provision of 10 grooms and 40 ponies for the Australians.

Guy Nickalls, the famous oarsman, who was in the Oxford boat from 1897 to 1899, was rowing at No. 7 in the Thames R.C. crew in mail week.

United Bankers' Lawn Tennis Association beat the Civil Service at Chiswick by 7 matches to 2.

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KOWLOON WHARF. HUNG CHEONG—(Kowloon).

LOCAL AND GENERAL SOCIAL AND PERSONAL.

There was a fresh outbreak of diphtheria at Whitley, near Peterborough, making 15 in ten days.

The London County Council is refusing permission for organised parties of school children to see the film "The King of Kings."

London, Yesterday.—The Peninsular and Oriental Steamship Co. has declared a dividend for the half year of 5 per cent, tax free, on the deferred stock.—Reuter.

The Trans-Atlantic telephone service from Britain to Canada has been extended to include St. John (New Brunswick), Halifax (Nova Scotia), Winnipeg, Calgary, and Vancouver.

More than \$400 was discovered in an envelope behind a picture in a house at Wheeler End, High Wycombe, Buckinghamshire, in which Miss Mary Elizabeth Dunn, aged 69, was found dead.

Geneva, April 24.—The Opium Committee has decided to refer the illicit traffic in drugs through the post office to the next conference of the International Postal Union, which is to be held in April, 1929.—Reuter.

A luncheon was given by the Army Council at the Carlton Hotel on March 26, to the Foreign Military Attachés in London. Invitations were issued to Lieutenant-Colonel the Marquis Mayeda, Major Tasuku Okada and Major S. Kushiuchi (Japan).

In the autumn, Miss Jean Forbes-Robertson is to be starred in a wonderful Chinese play called "The Circle of Chalk," done by a German from an old Chinese legend. Mr. Basil Dean, the producer, has had tussles with the Censor, but things are now arranged.

Ottawa, Yesterday.—In the House of Commons Mr. Mackenzie King announced that a note was being sent to Washington in connection with the alleged danger to the lives of Canadian citizens from bullets fired by United States Prohibition Officers.—Reuter.

The engagement is announced of Mr. Richmond Collis Bishop, of Penang, younger son of Colonel and Mrs. J. G. Bishop, of Aberavenny, and Miss Audrey Powell, younger daughter of the late Captain T. Godfrey Powell and of Mrs. Powell, of Bailey's Hotel, London.

The King, at Buckingham Palace, on March 23, granted audience to Lieutenant-Colonel J. H. M. Cornwall on his appointment as Military Attaché at Berlin. Lieutenant-Colonel Cornwall has just returned from Shanghai, and the King discussed with him the life of the Shanghai station.

Mrs. Francis Asycough, D.Litt. (formerly of Shanghai) was to give an illustrated lecture on "Indian Links with Chinese Painting" before the India Society at 21, Cromwell-road, S.W.7, on April 2, at 8 p.m., when the Chairman of Council, Sir Francis Younghusband, K.C.S.I., K.C.I.E. was to preside.

Another twenty Chinese beggars were marched off from Police Headquarters this morning to board a junk which will convey them to Deep Bay, where they will be placed on Chinese territory. This time the "march past" was comprised entirely of men, and did not attract so much attention as the one last week.

There is a likelihood that a curate may marry his sister to an Archbishop. This possibility is raised by the announcement of the engagement of Dr. Harrington Clare Lees, Archbishop of Melbourne, to Miss Joanna Mary Linnell, elder daughter of Mr. and Mrs. Herbert Linnell, of the Laurels, Southend-road, Beckenham, Kent. Miss Linnell's brother is the Rev. G. H. Linnell, curate of Annfield, Durham, and it is expected that he will officiate at his sister's wedding in London next September. Miss Linnell, who is 30, has known Dr. Lees for 15 years, for the Archbishop was vicar of Christ Church, Beckenham, from 1907 until 1919.

Among those retiring from Shanghai and going elsewhere to make a home is Mr. Simon A. Levy, senior partner in the firm of Simon Levy & Nissim, Ltd., who has seen a long service in Shanghai's commercial community. Mr. Levy, accompanied by Mrs. Levy, left Shanghai on board the "Empress of Canada," and will settle in Europe. Mr. Levy came to China at the age of 15 years, as a junior in the firm of E. D. Sassoon & Co., in Hong Kong. He was born in 1869 in Cairo. In 1886 he was transferred to Shanghai, but four years later returned to Hong Kong and some five years after that he went to Shanghai as manager of the firm, Mr. S. A. Hardoon, being

H.M.S. "Carlisle" went out on the 20th inst. and H.M.S. "Hawkins," took up her place at the Senior Naval Buoy, Shanghai.

Bombay, Yesterday.—Mr. Ghaidi, (the Swarajist leader) is reported to have cancelled his visit to Europe this year.—Reuter.

Captain Robert Dollar, the head of the Dollar Steamship Line, arrived in Shanghai on the 20th inst., and will spend a fortnight or so here before returning to America.

In aid of the piano repair fund, a concert arranged by the members of the St. Peter's Church Young Men's Club will take place at the St. John's Cathedral Hall at 8.45 to-night. A very attractive programme had been arranged.

By kind permission of Lieutenant-Col. L. J. Comyn C.M.G., D.S.O. and officers, the Band of the 2nd Battalion of the King's Own Scottish Borderers will play at the 9.20 performances in the Queen's Theatre on Sunday, Monday and Tuesday next.

A 60,000-mile world tour by motor-cycle, beginning on August 30, 1926, ended on March 26, when Mr. B. S. Cathrick, of Darlington, and Mr. J. P. Castley, of Norwich, reached Southampton from South Africa. They rode 20,000 miles on land. Mr. Cathrick said the best roads were in the Malay States, and Java.



Gen. Jacob S. Coxey, leader of the famous "Coxey Army," which 34 years ago marched to Washington, D. C., who has returned to the scene of his early endeavors to secure passage of legislation to help the unemployed of the United States.

An R.A.F. Fairey aeroplane, flying from Eastchurch to Biggin Hill, made a forced landing in a field at Green-street Green, near Farnborough, Kent. The pilot, Pilot-officer H. P. Hudson, and his mechanic were uninjured, but the nose of the plane was damaged. "It was snowing and hailing at the time," said an eye-witness to a Press representative. "I heard the aeroplane go over our house, but it was difficult to see it in the snow. It was flying low, and it seemed as if the pilot was trying to find somewhere to land. There is a big grass field near, and suddenly I saw the plane swoop down. It landed on its nose, and there it stayed, with its tail in the air. Several men ran up to assist, but both the pilot and the mechanic had got out of the plane, and were able to walk quite easily. They seemed to be rather shaken, but they were not injured. The plane was not much damaged. Less than half-an-hour later the sun was shining brightly."

Prince Henry visited the Duke of York's Headquarters, Chelsea, and presented the King's shield for miniature rifle shooting to the Depot Royal Marine Cadet Corps (Deal), the winners in the 1927 competition, open to cadet corps throughout the country. He was accompanied by Sir Henry Floyd, and was received by Lieut-General Sir Reginald Stephens, Director-General of the Territorial Army, and Brigadier-General Sir William Bromley-Davenport, chairman of the Cadet Committee of the Cadet Corps Territorial Association. The winners' average of scores was 98.608. The runners-up were the Chatham Company Royal Marine Cadet Corps, with an average of 98.375. The score of the winning team was the best ever recorded in any cadet corps miniature rifle competition. Medals were also presented to the best eight shots of both teams. Prince Henry said he was interested to learn that this was the fourth year in succession the Deal Depot had been successful in winning the trophy. There were three priceless assets for any organisation—ideals, esprit de corps, and traditions. "Always bearing these principles in mind, I am sure you will take your place as

Calcutta, Yesterday.—Fifteen Indians and six Chinese were injured in a riot at King George's Dock.—Reuter.

Four vessels, including the passenger steamer "Alnwick," were launched in the Tyne in a single day recently—a record for the river.

The radiotelegraph rate for telegrams to the Dutch East Indies and Dutch Borneo has been reduced from \$1.00 per word to 90 cents per word as from April 25, 1928.

Brussels, Yesterday.—The death is announced of General Wrangel, the famous leader of the white Russians, whose condition has been critical for some days past.—Reuter.

New York, Yesterday.—The Arctic flier, Capt. Wilkins, has been awarded the Samuel Morse gold medal, the highest honour of the American Geographical Society.—Reuter.

In speaking of the wave of crime in Shanghai, the "Echo" says:—"With the murder of Constable Borovsky (who was buried last week) the Russian community is sacrificing to Shanghai banditism the tenth victim within the past year."

Lieutenant-Colonel Sir Matthew Nathan and Sir Maurice E. de Bunsen were among the Members of Council of the Royal Geographical Society presented to the King of Afghanistan on March 22 when the King was presented with the diploma of honorary membership of the Society.

A marriage is arranged, and will take place on June 4 at Penang, between Cyril Marsingall Thomas, son of Dr. J. Telfer Thomas and the late Mrs. Telfer Thomas, of Camborne, and Irene Jean, daughter of the Rev. and Mrs. J. O. Currow, of 3, Grosvenor-gardens, Muswell Hill.

The Duke of Westminster, who seems to have a preference for his ex-destroyer yacht, "Cutty Sark" (which is probably the speediest float, and was bought from Mr. Henry Keswick, is having the vessel put into commission at Southampton, and will shortly leave for the Mediterranean.

Major-General Sir John Duncan and Lady Duncan, Mr. F. G. Penny, M.P., and Mrs. Penny, Mr. E. T. Campbell, M.P., and Mrs. Campbell, Colonel John Ward, M.P., and Mrs. Ward, were among the guests of the King and Queen at Buckingham Palace at a largely attended afternoon party on March 21.

A Moscow telegram states that an American named Delews has been killed while hunting tigers in the forests bordering the Ussuri river. A wounded tiger struck him on the back and broke his spine. The Ussuri runs into the Amur, and forms the boundary between Manchuria and the Russian Maritime Province.

Presumably tired of life and, because they could not marry, the adopted parents of Miss Toni Sakai having refused to give their consent, S. Mizutani and Miss Sakai carried out a suicide pact at 152 Range-road, Shanghai. Before committing the act, one of them very considerably wrote a notice in Japanese and placed it outside their room door as follows:—"Do not enter, the room is full of poisonous gas."

Dame Madge Kendal, at the fifty-sixth annual meeting of the Elizabeth Garrett Anderson Hospital, Euston-road, W.C., raised £20 towards the cost of the new extension, which it is hoped will be opened free of debt this year. Dame Madge was escorted by Lady Plender from among the audience to the platform, protesting, "Had I known I was to be treated in this way nothing would have induced me to come near the place," she said. "As I am having a birthday this week, I am going to ask you for a birthday present in good solid cash, which I will give to the hospital." Others in the audience promised to send contributions by post.

Sydney.—The Commonwealth liner Largs Bay, heavily laden with passengers and cargo for London, was on the point of sailing recently when two of the cooks went ashore and the seamen and firemen refused to work the ship in the cooks' absence. The vessel consequently remains held up. The cause of the deadlock is the refusal of the management to pay the cooks 8s. 6d. an hour for overtime instead of the award rate of 2s. 6d. The Ulmaras was unable to leave Sydney for New Zealand because the cooks demanded an increased staff and the vessel is still tied up, with the result that Sir Robert Horne, M.P., and his party were compelled to forgo their visit to

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**A WEEK'S PAPERS
IN ONE****"OVERLAND CHINA MAIL"**

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Tsinanfu, the capital of Shantung province, the city on the Yellow River and the junction of important railways, has been captured by the Nationalist allies from the Northerners.

Much of importance is attached to this event in the North China War. Only last week Commander J. Kenworthy asked the Home Government if it was still necessary for British troops to remain in China. Interest in developments is now very keen because the lives and property of foreigners in Shantung may be endangered. Japan has prepared. The U. S. Consul at Chefoo has asked for Naval reinforcements and there are other signs of uneasiness.

How the war is being carried out, what effect it has on relations generally and the influence on China generally is described fully in this week's "Overland China Mail."

The "Overland" will be more than doubly welcome. It contains the report of the annual meeting of the Chamber of Commerce, of how St. George's Day was observed, of the epidemic of local window-smashing by men in the Army, and of several company meetings.

As usual, all the local news, social and sport occurrences, and the China cables are reproduced in this excellent issue of the "Overland."

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Suez closes at 9.30 a.m. on Saturday.

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Sport Columns

HOME SOCCER.

SUNDERLAND LOSE AT MANCHESTER.

SWINDON SUCCESS.

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Division II.
Leeds 0, Manchester City 1.
Division III. (S).
Gillingham 0, Millwall 1.
Plymouth 3, Bournemouth 1.
Swindon 4, Northampton 0.
—Reuter.

LOCAL SOCCER.

KOWLOON DEFEATED BY CHINA ATHLETICS.

LEAGUE MATCH.

In their league match against the China Athletics of the Hong Kong Football Club ground yesterday afternoon, the Kowloon F.C., were able to field only ten men, and even then seven of their regular first team players were absent, and their places filled by reserves. The absentees were Sims, McKelvie, Angus, Hedley, Tinnerman, Dodson and Miles.

Kowloon were beaten by three goals to one.

They kicked off and immediately made a raid on the Chinese goal where Kernick tested Pau Ka-ping which went high. The Chinese then got going and forced a corner at the other end of the field, where after a partial clearing, Suen sent in a fast shot which Slipper had to sent against the upright and clear from the rebound.

The Kowloon goal had two other narrow shaves, Tso and Chan doing everything but put the ball in the net. Wheeler then put over the bar with a shot from 30 yards range, and then Muir went close in, and was in a fine scoring position when he was held by Lai Yut-tat. Wheeler took the resultant penalty kick and made no mistake, kernick giving Kowloon the lead. Kernick very nearly put Kowloon two up but was stopped by Lo Wai-man in the nick of time.

At the Kowloon end, Wong and Tso missed good opportunities through being slightly too slow on the ball. Then Suen sent in a hard shot which Slipper succeeded in stopping, but before he could clear, Shek Pui-tim rushed in and netted. The Chinese kept up the pressure, and Suen after dribbling past several of the defenders found the net with a hard drive. At half time which came soon after, the Chinese led by two goals to one.

The Chinese had most of the play in the second half and attacked very strongly, but they were not accurate when in front of goal and many fine chances went begging. After Chan, Tso and Suen had all missed what looked like sure goals, Lam Yuk-ying worked in and scored from a pass by Chan with a difficult cross-shot which gave Slipper no chance.

Excepting for occasional visits to the Chinese goal where the defence played an effective spoiling game, Kowloon were kept on the defence for the best part of the second half, and they met the Chinese bombardment from all angles in business like fashion. In spite of several very dangerous corners, the Kowloon players turned everything out and managed to save their goal from further defeat until the whistle, when the Chinese retired winners of a hard game by three goals to one.

INTERPORT TRIAL.

CRICKET TEAMS FOR SATURDAY.

A Hong Kong Cricket Club interport trial will be held on Saturday next at the Hong Kong Cricket Club's ground at 2 p.m. Teams:—

Mr. T. E. Pearce's XI:—T. E. Pearce, E. C. Fletcher, C. D. Wales, A. R. H. Esmail, F. Goodwin, G. R. Sayer, H. V. Parker, A. H. Madar, Lt.-Comdr. A. P. Shaw, E. J. R. Mitchell, G. R. Vallack.
Mr. H. R. E. Hancock's XI:—H. R. E. Hancock, A. W. Hayward, H. Owen Hughes, E. K. Quick, Lt. A. H. Mysson, S. Jex, W. Brace, Capt. Erskine, Capt. J. E. Reynolds, Capt. N. Thorp, A. W. Ramsey.

Mrs. L. A. Godfree, the ex-lawn tennis champion, who underwent an operation for appendicitis during the winter months, was X-rayed recently and found to be perfectly fit to play again. Mrs. Godfree thereupon ordered her racquets, and intends to begin practice immediately in view of the America next June.

TENNIS TOURNEY.

NG SZE-KWONG DEFEATED IN STRAIGHT SETS.

YESTERDAY'S SEMI-FINAL.

In just under an hour, S. A. Rumjahn, the local singles champion, eliminated Ng Sze-kwong in the second semi-final of the open tennis tournament yesterday. Rumjahn gave away only six games during the match, the score being 6-2, 6-3, 6-1.

Ng Sze-kwong, champion for six consecutive years until four years ago when he had his title wrestled from him by Honda, had been playing in consistently good form this season and had so impressed his supporters that it was suggested that he would not only fully extend Rumjahn but might even stage a "comeback."

S. A. Rumjahn on his part, however, was full of confidence from the commencement. Driving and smashing with accuracy and covering his court with rare agility it was evident early on that he meant to have matters practically all his own way. The result was a total eclipse of the one-time champion. Rumjahn will now meet Honda in the final and it is fairly safe to say that it only needs a reproduction of yesterday's form for the Indian to retain the title which he won last year for the first time.

To-day's Match.

Mixed Doubles: Lieut.-Colonel F. J. Wyatt and Mrs. Wyatt (rec. 5/6) v. S. E. Green and Miss L. G. Heard (scr.).

Friendly Match.

The following have been selected to represent the K.C.C. in a friendly match against the Hong Kong and Shanghai Bank on Sunday at 3.30 p.m.:—E. Abraham, E. C. Fincher, C. H. Atkins, W. W. Hirst, N. Ross, C. W. E. Bishop, D. J. Purves, F. Herridge, W. Woodward, E. F. Fincher, Capt. Murray and J. N. Owen.

WOMEN'S SPORT.

ENGLAND SUPREME IN HOCKEY.

Once again England reign supreme in the women's hockey world. In spite of somewhat gloomy forebodings and rumours that their glory had departed they have defeated the other three countries by satisfactory margins.

In fact Miss Doman and her team deserve even more credit than usual, for things have gone none too smoothly with the side this season. In the opening match they lost Miss Pollard, their star player, in the first 20 minutes owing to a strain, and she did not recover in time to play again.

Miss Northwood, the other outstanding forward, was an absentee from the second match, when England were obliged to field two reserves in the inside positions, thus giving Miss Lloyd, the new centre forward (who had been included in the team originally largely on account of her combined play with Miss Pollard), a stranger on either side of her.

In the third and last match Miss Northwood was again missing, and a third absentee was Miss Bryan, the left half, who had played brilliantly in the first two matches, but was unable to travel to Scotland. Thus the team never played as originally selected, and they must be congratulated very warmly on the excellent results achieved.

With the exception of Miss Lingwood, on the left wing, who was at the top of her form throughout, the forward line was entirely different from last season, and included three young players new to international honours—Miss Albright, Miss Lloyd, and Miss Taylor, all of whom justified their selection.

It remains to be seen whether Miss Albright and Miss Taylor will be awarded full international honours, as they were playing as reserves for Miss Pollard and Miss Northwood, and as a rule only eleven internationals are chosen in any one season.

The selection committee may, however, at their discretion, award colours to reserves who acquit themselves specially well. In any case Miss Albright and Miss Taylor have both had the satisfaction of scoring for England, and some very nice goals they netted.

LADIES' GOLF.

RESULT OF TOMBSTONE COMPETITION.

The prize presented by Mrs. Tottenham for a tombstone competition, held on the new course at Fanning on April 17 was won by Mrs. Fitzmaurice after a tie with Mrs. Ferguson which was played off on Monday last.

The Captain's Cup will be played at Deep Water Bay on Tuesdays and Fridays from May 1 till November 30.

A running pool, (clectic), will be held at Deep Water Bay during May and June for the best score. The prize is a set of golf clubs. A running pool, (clectic), will be held at Deep Water Bay during May and June for the best score. The prize is a set of golf clubs.

BOXING FIASCO.

JACK HOOD IN A "NO CONTEST."

DRASTIC ACTION.

The chief fight at the National Sporting Club in mail week, between Jack Hood (Birmingham), the welter-weight champion of Great Britain, and Joe Bloomfield, the Islington middleweight, was the most complete fiasco of the season.

Bloomfield was a substitute for the Frenchman Dumondin, but after 5½ rounds of wearisome flicking and holding—and when the crowd was getting noticeably restless—Mr. J. W. H. T. Douglas, the referee, intervened and declared the results as "no contest."

In the 20 minutes of scuffling, Mr. Douglas cautioned both men repeatedly and also twice called them to the ropes and spoke to them. The affair was not even a bearable exhibition, much less a fight, and Mr. Douglas in practically ordering both men out of the ring—for his "That's enough!"—was this equivalent—following the only course possible to him.

Purse Withheld. Bloomfield merely went in for spoiling, while Hood boxed only and then feebly, with his left hand.

There is a rule at the N.S.C. that in the event of a "no contest" the purse money is withheld until all the circumstances are investigated.

Nothing definite could be decided last night, but it is understood that the committee will at once meet and not only come to a decision about the purse but also rule whether the fight between Hood and Alf Mancini for the welter-weight championship and the Lonsdale belt, which is fixed for Holland Park Hall next month, shall be proceeded with.

Belt Fight Cancelled.

Later. The British Boxing Board of Control have suspended Jack Hood, the British welter-weight champion, and Joe Bloomfield, the Islington middleweight, for two months—from March 26 to May 25.

This means the cancellation of the championship contest between Hood and Alf Mancini at the Holland Park Hall next month.

Hood and Bloomfield met in a 12-rounds contest at the National Sporting Club on Monday night. In the sixth round the referee, Mr. J. W. H. T. Douglas, who had previously warned both boxers, ordered them out of the ring and declared "No contest."

The Board of Control meeting recently was presided over by the Earl of Lonsdale.

Both boxers were in attendance. The drastic action of suspension was taken on the report received from the National Sporting Club.

Hood's Statement.

To a "Daily Mail" reporter subsequently Hood said:—

"I am very much distressed at the action of the Board of Control. I have always tried to box cleanly and keep faith with the public."

"I did not know until I arrived at Euston in the afternoon that the original contest had been altered and that Joe Bloomfield was being substituted for Dumondin (France)."

The circumstances surrounding the suspension of Hood are without parallel in the history of British boxing. No other Lonsdale belt-holder has been suspended over a period which included a championship match.

When Joe Fox was bantam-weight champion a fight in which he took part at the Stadium Club, High Holborn, was declared "no contest." That was before the Board of Control had become firmly established.

WITHOUT OVERCOAT.

NOW HAS AT LEAST £15,000.

New York.—Tom Heeney, the New Zealand boxer, who arrived in America eight months ago without an overcoat, sailed for England, aboard the "Olympic," for a vacation after fighting his way to £15,000 in cash and the recognition of his right for a bout with Gene Tunney for the world's title.

During the last few days Heeney appears to have greatly improved his negotiating position with Tex Rickard, who has authorised him to investigate proposals for a bout between Tunney and himself in London.

By the time Heeney returns at the end of April, Tex will settle whether Heeney and Rickard shall fight again or if Heeney shall fight Tunney here or in London.

The gymnastic championship of Great Britain, held at Swansea, was won by A. Whitford, Swansea, an 18-years-old lad, who defeated ten competitors, including the direction of reform.

DO YOU KNOW?

Answers to To-day's Questions.

1. In olden days very few people could write, and a seal was used at the foot of any document. Against this seal it was customary to place the Seal of the Cross as a symbol of the good faith of the document.

2. "Dead man's handle" is the name given to a part of the "driving handle" upon which pressure must be kept all the time an electric train is in motion. The device guards against danger through the illness or sudden death of the driver (hence its name) because the removal of the pressure of the driver's hand would cause the current to be cut off automatically and the train would stop.

3. Because an egg, although an inanimate object, holds the germ of life, it has been regarded since earliest times as a symbol of eternity and resurrection. Thus it was regarded in the Christian Church many centuries ago and it figured in the actual church ceremonies at Easter—the celebration of the great Resurrection—eggs being blessed and handed to the members of the congregation. Eggs stained in different colours were also used as gifts between friends at Easter, these eggs being the forerunners of the elaborate confection gift "eggs" of to-day.

4. The original flag of England was the banner of St. George—white with a red cross. After James of Scotland became King of England the banner of St. George was superimposed upon the banner of St. Andrew—blue with a white diagonal cross. At the union with Ireland, in 1801, the banner of St. Patrick—white with a diagonal red cross—was also superimposed, so giving us our present flag. "Jack" (although an old name for a flag smaller than an ensign flown on a ship) in this instance is probably derived from Jacobus, the Latin for James, the King in whose reign the first "union" flag came into existence.

5. At a Court ball at which King Edward VIII was present, the Countess of Salisbury accidentally dropped a garter. The King picked it up and buckled it below his own knee, with the remark: "Honi soit qui mal y pense" (freely translated: "Evil be to him who evil thinks"). This incident is believed to have inspired the King to institute the Order of the Garter (which ranks as the foremost British Order), the King's remark becoming its motto. It was originally instituted as a purely military Order, but in modern times it is more generally bestowed on royal personages and members of the peerage, the only commoner at present a member being Sir Austen Chamberlain. The Prince of Wales was installed in 1911.

6. The story goes that Adam was so troubled when eating his share of the forbidden fruit that part of the apple stuck in his throat. The projection has remained in man's throat ever since, as a reminder and a warning. That is the old tradition; and it was this which led the learned people of an earlier age, when naming the projection, to call it the Adam's Apple. Actually, the projection is connected with the voice-producing organs. It is less prominent in women, not because Eve had fewer qualms about eating the fruit, but merely because the thyroid cartilage develops when a man's voice breaks.

UNLUCKY BOXER.

SHELL FALLS ON GEORGE WELLS' FOOT.

Gnr. George Wells, of the G.G.A., met with an accident on March 30 at Rockhouse Battery, Mutwal, receiving injuries which necessitated his removal to the General Hospital.

While he was at practice on the 6-inch dummy-loader, a shell weighing 100 lbs. slipped from the hands of another gunner and fell on Wells' foot. His toes were badly crushed and after first aid had been rendered by the C.M.C. on duty at the Battery, he was taken to the hospital.

It is feared that Wells' small toe will have to be amputated. A few nights previously Wells put up a splendid fight against Gunboat Jack at the Carnival and was carried shoulder-high from the ring by members of the G.G.A. Arrangements were being made for a return fight between Wells and Gunboat Jack but it is unlikely that the Ceylon boxer will be fit to fight for several months.



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NEW EMBASSY.

BRITAIN NOT TO BE SHABBY IN RIO.

AN £80,000 BUILDING.

By consent of the House of Commons last February, £80,000 is to be spent on a new British Embassy at Rio de Janeiro, the capital of Brazil. The passage of the estimate was considerably eased by the fact that a number of members on all sides of the House—including Mr. Lloyd George, though he was not present—have recently visited South America and been immensely impressed by its trading possibilities.

According to Mr. Grottrian, Conservative member for Hull, Great Britain has for some time past been losing heavily both trade and caste owing to its deplorable Rio Embassy.

Mr. Macquisten confirmed this after being on the spot. It appears that other nations, particularly the United States, exhibit their commercial status in palatial premises which vastly impress the Latin Americans. The New Zealand apple trade with Brazil was, Mr. Macquisten assured the House, killed in a night by a tariff arranged in one of these palaces.

"That's what happens under tariffs," put in Mr. Kenworthy. There are no people in the world with whom show counts for such a lot as the South Americans, was the opinion of several Parliamentarian excursionists. They one and all begged Britain not to be penny-wise and pound-foolish by acting gully, craggy and

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do. (Single) \$7 1/2 n
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Shanghai Loans \$7 1/2 n
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H.K. & W. Docks \$43 b
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do. (new) \$13.25 s

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H.K. Electric \$704 b 7 1/2 s
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China Sugars \$5.35 n
Macao Sugars \$24 1/2 n
Canton Ice \$10.40 n
Cements (comb.) \$8 n
do. (old) \$2 n
H.K. Ropes (old) \$7 1/2 b
do. (new) \$10 s

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Labour Opposition.

Opposition came from Labour men like Mr. Oliver (of Ilkeston) who want the £80,000 for housing the British working man, and regard the building of a showy house and offices at Rio as the act of a spendthrift.

There was also much criticism of the Government for having, it is alleged, raised the cost by dilatory methods. The vote, however, was agreed to without a division.

Sir Vivian Henderson, for the Office of Works stated in passing that a British Government architect is at present on a tour of inspection of Argentina, Chile, Para-

guay and points round by acting gully, craggy and



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FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

FINE CARS.

WHAT AN ORDINARY INCOME WILL BUY.

THE KNIGHT.

There was a time when the average man never dreamed of possessing a car with a Knight double-sleeve engine. That type of engine, because of its comparatively expensive manufacture, has so long been associated with cars in the higher price classes that a person of ordinary income never considered it possible to own one.

But now, after many years of development of the Knight engine and improvements in facilities for manufacturing it at lower cost, the Willys-Overland Company is able to offer the general public a six-cylinder Knight-engined car to sell in the same price class with ordinary low-priced poppet valve sixes.

"It took five years of the hardest work Willys-Overland Inc., has ever done to produce that car," said Mr. John N. Willys, president of the big Toledo manufacturing plant when he was asked about the new Standard Willys-Knight Six that he recently placed on the market.

"Our Knight car manufacture started with the Willys-Knight Great Six and we have been working on it ever since in one way or another," he continued.

"Now we have attained a manufacturing goal which we set when we started to change our Willys-Knight production from four-cylinder models to sixes. It has been a difficult task and it has required the maximum energy of both engineering and sales departments to bring it to a completion.

"One of the reasons has been the exacting manufacturing requirements put upon the Willys-Overland plants in the development of the Willys-Knight motor. Basically this power plant is one for higher priced cars. In Europe they are more expensive to build than the average poppet valve motor. In Europe, where the first Knight motored cars are built, they have been confined exclusively to the highest priced vehicles and have been accepted as the ultimate achievement in smoothness, efficiency, durability and economy of operation.

"Here, we have had to maintain the European standards of excellence in construction for that is necessary in building a power plant of the Knight sleeve valve type. But we had to conform to lower price standards as well.

To bring the high achievements in manufacturing and design, required in the construction of a Knight motored car to the price range of the lower priced sixes has necessitated mechanical development of specialized machinery, the attainment of the most efficient manufacturing procedures in all departments of the plants and the closest regulation of all elements entering into the work of building the car.

"The reception of the Willys-Knight Great Six and of the Willys-Knight '70' which closely followed have helped materially. Both of these cars stepped into large sales volume in their respective price classes.

"To keep up with the steadily increasing demand for these models we had to do rather unusual things in our manufacturing departments.

"We were aided by the fact that the basic principles of the Knight double-sleeve motor remain unchanged. We have not been faced by the high costs necessary to make complete revisions in design.

The power plant of the Willys-Knight standard six is the same, in its engineering principles, as that in the other two Willys-Knight models. Experimental work was not necessary to prove the correctness of the theory or of the design. We knew what standards we would be required to build to and we have been able to use the same manufacturing equipment for the power plant in this car as we use for the other models.

"We know that we could plan to build along the same lines for a long time to come and this was a fact in our favor.

"There is a feeling of general satisfaction throughout the entire Willys-Overland organization, now that the goal we set has been accomplished. We believe that it will mean a great deal to the motoring public to be able to buy

PACKARD CARS.

MEETING REQUIREMENTS OF TO-DAY.

PUBLIC NECESSITIES.

Necessities of to-day are the luxuries of yesterday in the everyday life of the average American. This is true whether it is the home, dinner, table, recreation, dress or family automobile which is considered.

People of this country insist on better things continuously and will not be satisfied without them. It has brought about a different system and a different conception of living. That extravagance has no part in this new picture, moreover, is attested to by the constant increase in the average American savings and investment accounts, as reported by the banks of the country and by governmental surveys.

A few years ago those who had automobiles were satisfied with most any kind of personal transportation. Now, comfort, speed, quietness and pride of possession are demanded, and obtained. With the average American, wastefulness does not enter in with his motor car either. Statistics show that he is learning to get this luxury of yesterday by spending just a little more for it in first cost and then holding on to it long enough to make depreciation charges low, arriving at a net cost that actually shows him a saving.

As with many other things considered necessities, increasing public understanding of this new conception for private life of what has long been an adage in business, results in wider distribution of the necessities. This sets up a typically American cycle for, with increasing absorption of product, production goes up and with increasing production costs go down, in turn extending distribution and savings.

An appreciation of America's awakening to a new mode of living caused us to begin planning years ago for the business we knew we would be doing to-day. It resulted in our introduction of the Packard Six seven years ago. Because we really were dealing with a sound fundamental our reasoning was sound. The whole thing is proved by the fact that since the first Packard Six sedan was brought out in 1920 the price of the car has been reduced to less than half of the figure at which it originally sold, and the production is vastly greater.

For nearly two years we have been conducting a survey to learn, among other things, just what owners expect of an automobile. This inquiry shows us that we were not wrong in believing that people would buy automobiles as they buy shoes—pay a little more in first cost and use them longer to more than break even.

In the city of Tulsa, Oklahoma, for instance, we have obtained a remarkable picture. Tulsa is famous for the vast quantity of new wealth which has flowed into it through Oklahoma oil. Here it would be believed the average life of an automobile in the first owners' hands would be a minimum for the whole country. Even with such an unusual city as Tulsa the average Packard taken in by us in trade for a new car during 1927 had been retained by its first owner almost four years. This was more than twice as long as the average original owner kept the car which was the next largest in number traded in for Packard during the year.

The averages for Tulsa and the rest of the country do not take into account cars which have been replaced for any other than normal reasons. New cars bought because of theft or loss of the old car for other reasons would increase the average age of our cars in first owners' hands somewhat but this has not been considered in our survey.

CAMSHAFTS TESTED.

Chrysler's insistence on accuracy in manufacture is aptly illustrated in the manufacture of its camshafts. Each cam on every camshaft is very accurately checked by a specially constructed machine, Chrysler being the pioneer in this ingenious method of checking.

A Willys-Knight in such a wide range of price classes that every demand except that for the lowest priced light cars will be satisfied.

GENERAL MOTORS TRUCKS

3
GREAT SERIES
PROVIDE-

*A Truck for
Every Purse and Purpose*

½ to 15 tons capacity—
\$585 to \$5820 F. O. B.
Pontiac, Mich.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD - - HAPPY VALLEY.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY.

Chrysler "62" Features of Performance, Quality and Long Life—

1. Six-Cylinder Engine, of Chrysler design
2. Steering Crankshaft, with interchangeable shimless bearings
3. 41 and more exceptional miles an hour
4. Typical Chrysler Acceleration
5. Impulse Neutralizer
6. Wadded Crankcase Construction
7. Ventilated Crankcase
8. Invert Steel Strut Pistons
9. Specially designed Rear Axle for Balloon Tyres
10. Exclusive Type of Cylinder Head and Combustion Chamber
11. Six-Speed Valve
12. Oil Filter
13. Air Cleaner
14. Thermostatic Heat Control
15. Mainfold Heat Control
16. Cellular Type Radiator
17. Full Pressure Oiling System
18. Rubber Engine Mountings
19. 18-Inch Rear Road Wheels
20. Balanced Front Wheels
21. Pivotal Steering
22. 4-Wheel Hydraulic Brakes
23. High Carbon Steel Springs
24. Specially designed Rear Axle for Balloon Tyres
25. Levelers on front and rear springs
26. Inductively Lighted Instrument Panel
27. Full Throttle Proof Numbering System
28. Electric Fuel Gauge
29. Headlamp Control on Steering Wheel
30. Narrow Corner Pillars
31. Adjustable Steering Wheel
32. Coder View
33. Saddle Spring Seat Cushions
34. Non-Frictioned Motor Vehicle
35. Right Type Curtains on Tourer
36. Adjustable Front Seat in Tourer
37. Low Centre of Gravity
38. Double Banded Body Construction
39. Chrysler Smartness of Line
40. Attractive Color Combinations in great variety

at
Sensational
New **LOWER**
PRICES!
Quality
Unchanged

40 Body Styles

Chrysler's sensational rise from 27th to 3rd place in sales in 42 months is the result of a phenomenal public preference that has continuously demanded a record-breaking volume of quality motor cars.

Chrysler's tremendous production and rapid growth are the direct results of public recognition of values and savings which only Chrysler Standardised Quality can provide.

You will then instantly recognize why Chrysler cars—by the most astounding price savings which result from a huge and rapidly growing public demand—are today more than ever the most marvelous motor car values in their respective price classes.

A. LUNG & CO.

19, Queen's Road, C.

Tel. C. 1219.

SERVICE STATION:—215, PERCIVAL STREET, WANCHAI.

WILLYS-OVERLAND.

86 PER CENT INCREASE IN DOMESTIC SALES.

PRICE REDUCTIONS.

Since news of the great reduction in Whippet prices and the introduction of a new low-priced Willys-Knight double-seater reached overseas dealers, the John N. Willys Export Corporation has been busy night and day taking care of orders enabled by enthusiastic overseas distributors.

Stocks of cars in several countries were sold out within two weeks after the 1928 announcement of Mr. Willys, and the Export Corporation is shipping cars to seaboard by train-loads instead of car-loads.

A 60-car train carrying 227 Whippets and Willys-Knight left the Toledo factory, February 4 for New York, all these motor cars being for shipment to Norway and Sweden.

Another 30-car train-load left the factory a few days ago for the West Coast carrying a rush order of Whippets for Japan.

Big Increase.

With 14 major 1928 automobile shows passed into history, the Willys-Overland domestic sales department report the greatest selling season for this period of the year, in the entire history of the organization, the volume of Whippet and Willys-Knight sales disclosing a gain of 86.4 per cent, at these shows as compared with the sales registered at the same shows in 1927.

These notable gains over previous years are comparable with the unusual increases shown at all other show points and dealer points throughout the nation.

The first great influx of orders came following the Whippet price reduction a month ago, an added

impetus being given with the introduction of the new Willys-Knight Standard Six, the lowest priced Knight-engine six ever built by Willys-Overland. This new car, company officials declare, reaches a new field of buyers in a price class never before touched by a Willys-Knight Six.

To meet this demand all efforts at the Willys-Overland plants at Toledo, Elmira and Pontiac are centred on stepping into capacity production as rapidly as possible. Already the Toledo plant is producing more than 1,000 finished Whippets and Willys-Knights a day. Employment likewise is reaching high-tide with 15,500 workers already on the payroll.

More than 4,000 applications for dealer contracts have been received at the Willys-Overland representative offices since the recent Whippet price-reduction, hundreds of these applications coming from dealers in competitive lines.

In keeping with the company's plan to step into the highest production in the history of the organization, at the earliest possible date, work is being rushed night and day to complete the \$1,000,000 addition to the body building plant—an addition necessitated by the unexpected volume of orders for Whippets and Willys-Knight motor cars.

MANY PLANTS.

Although only four years in production, the Chrysler's manufacturing facilities are among the most extensive of any company in the industry. They now number 12 units in the United States and Canada, devoted to production, sales and service of Chrysler cars, including large plants in Detroit, Dayton, Ohio, Newcasttle, Ind., and Windsor and Walkerville, Ontario. Extensive facilities for assembling and service are also located at several central points in Europe.

POLICE TRAPS.

A MENACE TO MOTORISTS.

[By John Prileau.]

As spring grows older and its days longer and the roads more and more crowded, that unpleasant anachronism, the police trap, begins again, like some fungoid growth, to spring up and introduce itself unpleasantly to drivers who are taking the road for the first time.

There is a type of driver, a fortune teller being, who does not seem to mind being fined in this peculiar manner. I do not mean the road hog or the ignorant or careless driver, but the quite ordinary decent man who drives well and has a large experience behind him. I know numbers of these, and their calm in falling into trap after trap and the stoicism with which they pay fine after fine commands my admiration and envy. I have been lucky in the matter of police traps, but on the very few occasions on which I have fallen a victim to this crude business I have not found it possible to imitate my friends' philosophical demeanour.

Things To Remember.

There are certain valuable facts for the man to remember who is charged with exceeding the speed limit, and all but the experienced would do well to make a note of them. The first is, upon being stopped, to ask exactly what the charge is against you; the second, to ask the policeman what evidence of your crime he is going to produce in court; and the third is, while remaining as calm as possible under the circumstances, not to admit anything. All this sounds simple and very familiar, but judging from the tales I hear from victims, these elementary precautions are very seldom taken. That they are absolutely necessary is clearly proved by the circumstances of a case which happened a short time ago.

A driver was just emerging from a ten mile limit when two policemen appeared from behind a tree where they had been hiding and told him to stop. He followed the rules and he asked the senior officer what he was charged with, and the senior officer replied, "With doing between 25 and 30 miles an hour in a ten mile limit." The driver asked to see the stop watches and to be shown the measured distance, but to his considerable surprise he was told that he had not been timed, and that the speed with which he was charged was merely "an estimate."

What the Policeman Said.

It struck him that this required looking into, and he politely asked the constable to show him how he had arrived at this estimate, and in so doing requested him to repeat the charge—the answer to it being, "Driving at between 25 and 30 miles an hour in a ten mile limit." The policeman then led him to a spot by the trees behind which he had been hiding, and pointed up the road to the bend round which a car at that moment was coming towards them. He explained that it was over that distance that he had estimated the speed of the car.

On being asked what the distance was he replied, "Between sixty and seventy yards." Whereupon the driver, genuinely astounded, asked him if he seriously maintained the charge of 25 to 30 miles an hour based on an almost head-on view of a car travelling over such a distance, and he said he did. I gather that at this point the excellent officer became a little embarrassed because he proceeded to give himself away with some generosity. "Come, sir, you are a motorist and you know." To which the driver replied, "Exactly! It is because I am an experienced motorist that I do know that no man living can possibly judge the speed of a car in such circumstances."

When the Summons Came.

The officer then said, "Well, sir, look at the way you pulled up—all quick and sudden-like." To which the driver could find no adequate reply; it seemed to him that at any moment he might be charged with having his car too much under control.

On the way back to the car the charge was again repeated, but this time, it appeared to the driver, with a rather less confident note, and when, his licence examined, and the business on the point of conclusion, he offered the name and address of his companion as a witness, the officer said that his offence was "exceeding the speed of ten miles an hour." And when the summons arrived, lo and behold, that was the charge, and not the much graver one which had been repeated at least four times at the time of the alleged offence.

The end of the matter was, of course, that the driver pleaded guilty, to save trouble and possible further expense. In my opinion he

A WORLD TOUR.

MOTOR-CYCLE WORLD TOUR.

SUPREMACY OF BRITISH CYCLES

The Minister of Transport, Colonel Wilfrid Ashley, M.P., was present at a luncheon given at the Savoy Hotel by the directors of the Birmingham Small Arms Co., Ltd., to Messrs. J. P. Castley and E. H. Cathrick, the two British motorcyclists who have recently concluded a tour of the world on B.S.A. machines.

In the course of their great tour they covered 20,400 miles each by road, and accomplished two feats never hitherto attempted by motorcyclists. They crossed the Sinal desert from Jerusalem to Suez, and they rode from Valparaiso to Buenos Aires, crossing the Andes at an altitude of 10,500 ft.

Colonel Ashley said they were gathered to do honour to two young sporting Englishmen of fine physique who had done credit to the Old Country. "If," he added, "people would follow the example of the B.S.A. Company and find young fellows to carry out these projects I am confident that the commercial future of this country is assured, in spite of the temporary set-back we are experiencing."

Sir Edward Manville, deputy-chairman of the B.S.A. Co., who presided in the absence through illness of the chairman, Sir Hallett Rogers, also paid a tribute to the grit and endurance of the two riders, and claimed that the tour had proved the supremacy of British motor-cycles under all conditions and on roads of any description. The supremacy of British makes was shown by the fact that the exports in 1926 from the United Kingdom were 48,391, from the United States 21,819, and from other countries 15,346. Whereas our motor-cycles had risen from a value of £662,730 in 1921 to £1,807,119 in 1926, imports had fallen from £66,513 in 1921 to £4,147 in 1926. (Hear, hear.)

Replying on behalf of Mr. Castley and himself to the toasts of their health, Mr. Cathrick mentioned that Britain has 76 per cent. of the motor-cycle trade overseas.

Among those present were: Lord Ashfield, Mr. W. L. Bayley, Sir George Beharrel, Sir William Berry, Mr. S. Bettmann, Mr. H. Briggs, Commander G. Herbert, Brig-General Sir H. C. L. Holden, Senator Antonio Huneeus (Chilean Minister), Dr. F. H. Lanchester, Sir James Percy, Major-General Sir Granville Ryrie (High Commissioner for Australia), Sesostris Sidarouss Bey, Sir Charles Starmer.

FORD WINS.

BIG TEST HILL CLIMB.

Test run advertising is featuring the campaign of the E. J. Negy Motor Co., Throckmorton, Tex. Mr. Negy drove the new Ford Coupe 40 miles in 37 minutes over dirt roads with many curves, hills and creeks. After this rigid test the radiation was only warm. No rattles developed, says the dealer, and the time was sworn to by a notary. The new Ford pulled over the Blacksher Hill starting on the crest at 15 miles an hour, also in high. Buick, Dodge Chrysler 52 and 62, Oldsmobile, Willys-Knight and Chevrolet, in a similar attempt failed to do this and lost \$250 competition money.

WIDE HEAT RANGE.

Tests by Chrysler engineers have proved that the temperature in an automobile cylinder changes from approximately 400 degrees to well over 3,000 degrees during every power stroke of the piston.

should have made a fight for it because, infinitesimal as my knowledge is of legal procedure, it does not seem to me that what a policeman thinks you have been doing is evidence that you have done it. The driver was fined, but had to pay no costs. It struck me that the whole affair was odd, and, to quote the old worn phrase, un-English.

The Letter Of The Law. It is conceivable that in certain districts and in certain circumstances the police trap may lead to a slightly greater measure of safety on certain short stretches of the road. There is a certain type of driver whose sense of fitness can only be aroused through his pocket. In any case there is no doubt that the popularity of the trap has decreased perceptibly on certain once notorious Benches.

Yet the novice would be well advised to remember that there are still districts in which the revenue arising from traps is held in high esteem, and if it is impossible to avoid those districts he should make a point of always keeping within the strict letter of the regulation.—"Evening Standard."

Measure Value by the New Chrysler 52

The New Chrysler "52" owner best knows the utmost in motor car value—judged by performance, comfort and luxury.

His Chrysler "52" has richer fittings and equipment, upholstery of finer texture and colour harmonies so much more striking.

For he has daily experience of its smooth, unfailingspeed and typical Chrysler acceleration and low fuel consumption.

He rides in substantial wood and steel bodies of full size for adult passengers, on saddle spring seat cushions.

Let the New Chrysler "52" be your measure of value in this price field. Inspect carefully its body features. Then test its performance by actual riding and driving. You, too, will then choose the New Chrysler "52."



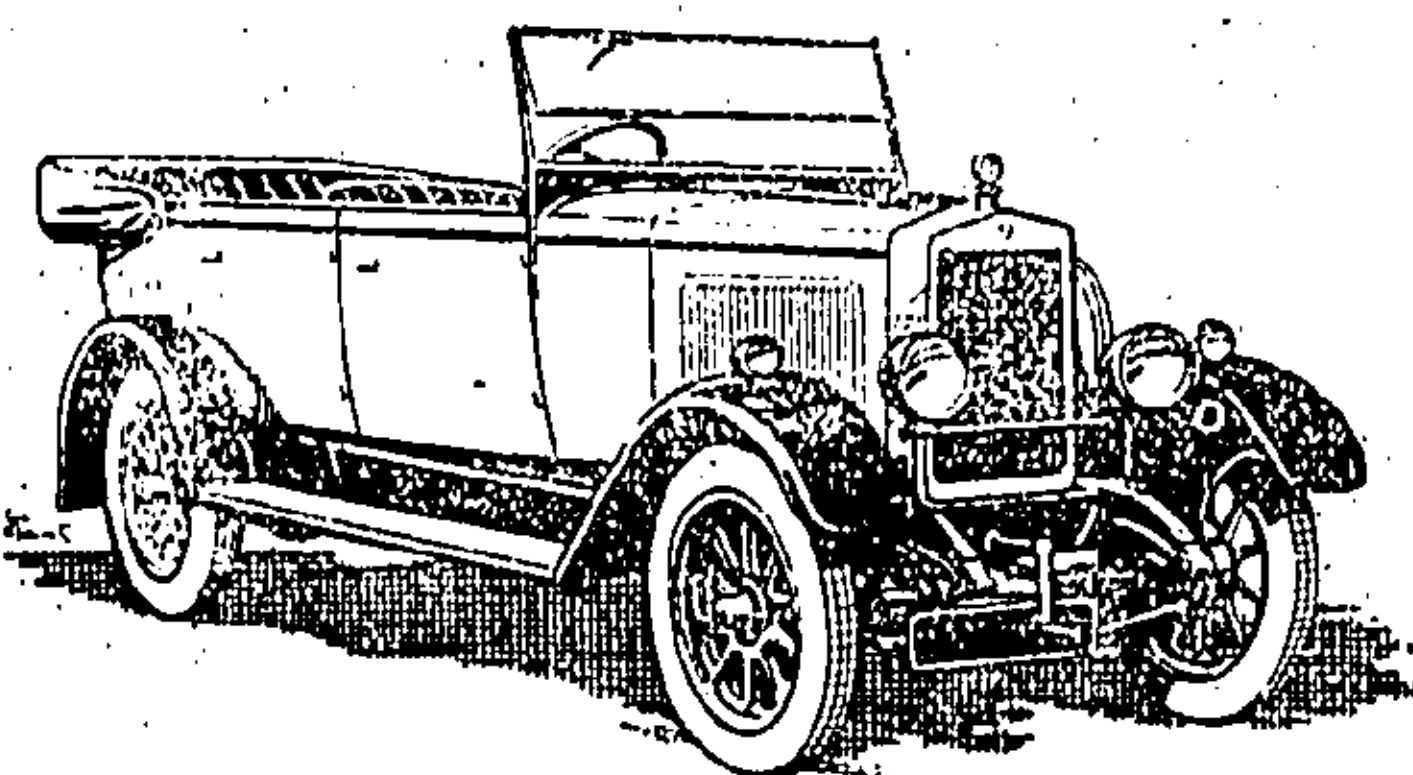
Sole Agents:

A. LUNG & CO.

SHOW ROOM:
19, Queen's Rd., C.
Tel. C.1219.

SERVICE STATION:
Percival St.
Walchal.

MORRIS



THIS IS . . . "the Wheel of the World"
The CAR of the Year.

DELIVERED PRICES
NETT NETT EXTRA
CASH CASH per 50"

MORRIS-COWLEY 11.9 H.P.	London	Hong Kong	Track
48" TRACK—105" WHEELBASE.			
ROADSTER	4 Seater	£153	£180
TOURING (4-DOOR)	4 Seater	170	200
COUPE (FIXED HOOD)	2 Seater	175	210
SALOON (4-DOOR)	4 Seater	185	225
TRAVELLER'S CAR		168	200
STANDARD VAN		165	200

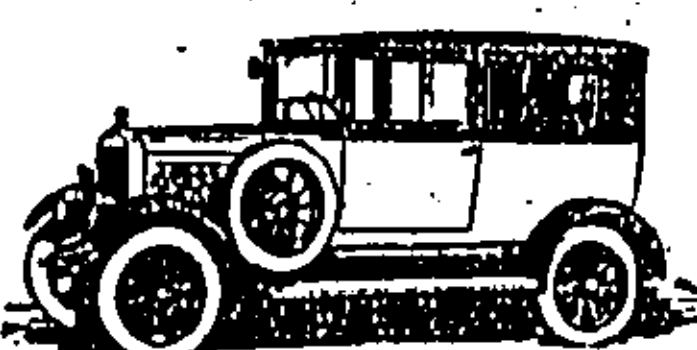
MORRIS-OXFORD 11.9 H.P.	London	Hong Kong	Track
48" TRACK—106½" WHEELBASE.			
TOURING	4 Seater	205	235
SALOON	4 Seater	215	255

MORRIS-OXFORD 13.9 H.P.	London	Hong Kong	Track
48" TRACK—106½" WHEELBASE.			
ROADSTER	4 Seater	210	240
TOURING	4 Seater	225	260
COUPE	2 Seater	230	270
SALOON	4 Seater	250	290
LANDAULETTE	6 Seater	285	330

MORRIS-OXFORD 15.9 H.P.	London	Hong Kong	Track
56" TRACK—114" WHEELBASE.			
(4-speed gear)			
TOURING	5 Seater	315	355
SALOON	5 Seater	345	400

MORRIS LIGHT SIX. 17.7 H.P.	London	Hong Kong	Track
2468 c.c.—Approx. 2½" litres.			
TOURING	5 Seater	320	360
SALOON	5 Seater	350	405

BEFORE YOU
PURCHASE ANY CAR
INVESTIGATE THE
DEALERS' SERVICE
AND INSPECT STOCKS
OF PARTS CARRIED



COMPARE
MORRIS VALUES
AND ASK US FOR A
DEMONSTRATION.



THE HONG KONG HOTEL GARAGE
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

CAR SALES & ACCESSORIES Phone C. 4759 SERVICE & PARTS Phone C. 4602

THE DRAGON MOTOR CAR CO., LTD.

Sole Agents for:—

Buick Motor Cars
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Packard Motor Cars
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G.M.C. Busses
Firestone Tyres

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

83 WONG NEI CHUNG ROAD -- HAPPY VALLEY.

PUBLIC LEARNS.

LOOKING FOR CAR
VALUE.

ASKING QUESTIONS.

A motor-car salesman has to know his product and competitive products very thoroughly. These days if he is going to be successful with the modern buyer. Twenty years or more of experience with cars—together with the increasing motor education of the general public by manufacturers through advertising and demonstrations has made the average man a good buyer.

He no longer buys because a car is a new model—or because it is flashier in appearance. He looks into the detailed specifications of the cars, asks pertinent questions, makes comparisons, and in the end usually bases his choice on very sound judgment.

With the perfected Whippet occupying the most conspicuous position in its history in the light four cylinder field, Willys-Overland merchants throughout the world report that buyers are paying tribute to the mechanical details of this car, which 18 months ago set a new trend for modern car design.

These merchants further state that this car's quality and proven performance likewise are major factors considered by buyers, and that this has much to do with the present enormous increase in Whippet sales.

It is said that recent developments in the light car field have emphasised the fundamental features which were introduced by the Whippet and which have been steadily maintained in its production. Motor car authorities say that in its basic elements of construction, the Whippet remains as distinctly advanced as when it was first presented.

The Whippet, engineers state, still has the only motor in the light four cylinder class that actually develops 100 per cent. more power than its official rating and which develops this power with actual savings in cost of operation.

Power, speed, economy and stamina accomplishments of the Whippet have set a new high standard of performance in the light car field since its initial presentation 18 months ago. Since that time the combined mileage of the Whippets in the field is estimated at more than half a billion miles.

Willys-Overland officials declare that the recent reduction in Whippet prices, which places these modern cars in direct price competition with the lowest priced cars, was not an attempt to meet a price situation for it was definitely decided that the original Whippet quality and beauty should be maintained regardless of what prices could be reached.

It is pointed out, that part for part and specification for specification, the perfected Whippet duplicates the original car in every detail of quality and workmanship with even greater value being offered at the new prices in some details of construction.

The tremendous sales volume is cited as evidence of public acceptance of the Whippet, and an indication of its quality leadership in the light four class.

NOT BRITISH.

SUMMONS AGAINST MOTOR
DEALERS.

Messrs. Shaw and Kilburn, Ltd., Wardour-street, W., were summoned at Marlborough-street, at the instance of the Association of British Motor Manufacturers for applying a false trade description to goods in an advertisement contrary to the Merchandise Marks Act.

They pleaded not guilty. Sir H. Curtis Bennett, K.C., prosecuting, said that the firm represented that the Essex super six was an English-built car, whereas the chassis and the engine were manufactured in the United States and sent over to England to be assembled.

Mr. W. Taylor Parkes, defending, urged that the advertisement referred to the English-built fabric saloon body and not to the car, and that there was no intention to defraud.

MOTOR TAXATION.

A proposal that the present tax on motor vehicles should be replaced by a system providing for about one-eighth of the tax being levied on the car itself and the remainder as a flat-rate tax on petrol, is contained in a letter addressed to the Chancellor of the Exchequer on behalf of the Motor Agents' Association, representing the retail trade.

It is maintained that the existing system has a prejudicial effect on the sale of second-hand cars; that it creates a seasonal trade, and congests business, because purchasers will not take delivery except at the commencement of the various licensing periods; and that it deters people who would otherwise keep two cars from doing so.

GREAT ROAD RACE.

MINISTER ON IMPORTANCE
TO NORTHERN IRELAND.

IN COUNTY DOWN.

Mr. J. Milne Barbour, Minister of Commerce for Northern Ireland, in a letter to the secretary of the Ulster Automobile Club, expresses gratification at the fact that it has been decided to hold the great international road race for touring motor-cars in County Down.

"It is a matter of very great interest and importance," he says, "that the international tourist trophy car race will be held in Northern Ireland this year. I hope everyone concerned with the prestige of our province will co-operate to make that meeting a great success and show their appreciation of the action of those in charge of the contest for holding it in Northern Ireland."

So important will be this event, from the point of view of both the motor industry and the motoring public, that "The Daily Mail" is offering £1,500 in prize-money. The Royal Automobile Club, the organisers of the race—which will take place near Belfast on August 18—will award to the winner the famous Tourist Trophy competed for in a series of races run in the Isle of Man from 1905 to 1922. Already famous motorists, including Capt. Malcolm Campbell (holder of the world's speed record) have entered for the race.

THE DOMINIONS.

MR. MORRIS AND BRITISH
SUCCESS.

Wellington, N.Z.—Mr. W. R. Morris, the British motor manufacturer, who is visiting New Zealand, has expressed his confidence in the future success of the British motor in the Dominion. He said:—

The success of the British light car industry in Australia is a striking example of how British industry and skill, by organisation and enterprise, can overtake the handicaps placed on it by the war.

British light cars have triumphed in Australia because of their economy in operation, their durability, ease of handling, and high quality workmanship. American manufacturers, because of the low cost of petrol in the United States, have developed the big, low-speed, and extravagant, low-powered car, but they are now building cars on British lines in response to the demand in America for European appearance and style.

But we have two years' lead over the Americans in respect of design, and in light and heavy vehicles we shall do our utmost to maintain that lead and enhance our national prestige as a great motor-car manufacturing country.

PETROL STATIONS.

CONTROL CLAUSE IN NEW
BILL.

The Bill presented by the Home Secretary, Sir W. Joynson-Hicks, to amend the enactments relating to petroleum and petroleum spirit was reported to the House by a Standing Committee of the Commons, with the addition of a clause empowering local authorities to regulate the design and appearance of petroleum filling stations, or prohibit the establishment of petroleum filling stations in any part of their area to which the bye-laws apply.

One member remarked that something must be done to control "these hideously ugly petrol stations."

Part of clause provided that in making bye-laws a council shall exempt any petroleum filling stations established at the time of the making of the bye-laws from any restrictions requiring structural alterations for two years.

SIX MILES A MINUTE.

NEW BRITISH MACHINE
ATTEMPTS RECORD.

London, March 26. In addition to an effort to wrest the air speed record from Italy the Air Ministry has officially announced that an attempt will be made to establish a long distance non-stop flight duration record, for which a special machine, equipped with Napier engines, is being completed. It is expected that it will be able to remain in the air for over 60 hours, and that it will cover 5,000 miles non-stop.

The "Daily Express" says that Flight-Lieutenant O. E. Worsley will pilot the speed attempt in six weeks' time, and adds that the new machine will be flown in the next Schneider Cup race. It will be further streamlined, and will be capable of travelling at a rate of six miles a minute.

DODGE OFFER.

NEW 112-INCH VICTORY
SIX.

5 MODELS.

The work of reorientation undertaken by Dodge Brothers, Inc., during 1927 culminates in its announcement of the New Victory Six, a 112-inch wheel base car with 3½ x 3½ inch engine, rated 27.34 h.p., standard shift, three speed and reverse transmission and four-wheel Lockheed hydraulic brakes. Five bodies are offered, namely:—Coupe, Rumble-seat coupe, Sedan, De luxe sedan and De lux brougham.

At the same time, continuance of the Dodge four-cylinder model 128, equipped with Stieldraulic mechanical four-wheel brakes is announced, while the Senior Six will also be produced. The Graham Brothers truck division of Dodge will continue its truck line in five capacities, to wit ½ ton, ¾ ton, 1 ton, 1½ ton and 2 tons.

It is announced that the Victory Six is capable of a road speed of 65 m.p.h., with acceleration from 5 to 25 m.p.h. in 8 seconds, and from 10 to 45 miles in 15 seconds. The model is said to have more than 1,000,000 miles of road tests, including Indianapolis truck tests, during which averages of 70 m.p.h. speed were maintained for 1,000-mile runs. At 25 m.p.h. the engine uses a gallon per 21 miles, the manufacturers state. Engine speed is about 1,800 r.p.m. at 35 m.p.h., and 3,350 r.p.m. at 6 m.p.h.

A new type of chassis and body construction is used on the Victory Six, both being planned as one unit, dispensing with body sills and lowering the centre of gravity by no less than two inches. Cross members have also been done away with, as have been splash shields. These changes have made possible a considerable lowering of complete jobs, car overall height being now about that of the average man's hat brim.

In the construction of the bodies the double-shell wall method, following the so-called blister construction used in battleships, has been applied, the principle consisting in the use of steel shell weld inside of an outer steel shell, with an air space between the two. Each body consists of only eight major parts which are stampings making up these shells. Dodge Brothers state that the Victory Six bodies contain from 330 to 480 fewer parts than average automobile bodies, resulting in a saving of no less than 175 pounds of weight.

Besides achieving ample head room and stability through this design, Dodge Brothers, in the new model, have attained ample leg room by extending the inner steel shell of the body well under the long hood. The latter aside in producing a handsome and powerful impression of the new model. High body line, tasteful belt and molding design, suitable louvre and cow lines, ornamental full crown fenders and well-sized drum-type head lamps, together with large balloon tyres, are responsible for the good looks of the Victory Six, which are further accentuated through effective colour combinations.

The L-head engine is built with valves, manifolds and generator on the right side, while started motor and lubrication accessories (gauge rod, filler, crankcase breather and filter) are on the left. The head is detachable and the block cast integral with the crank case, forming rigid support for the seven full-circle shimless-type main bearings of the large crankshaft. Aluminium-alloy, split-skirt strut pistons are fitted with four rings each, the bottom ones being of oil-control type. The alloy-steel connecting rods have lower-end bearings spun in and wrist pins are bronze bushed.

OPEN SEDAN.

BODY MODELS OF NEW
AUBURN LINE.

One of the outstanding body models of the New Auburn line is the new phaeton sedan on the two straight eight chassis, the 115 and the 88.

This body type is one that has been heretofore obtainable only on special order from custom coach builders and is a combination full sedan or open touring. The body is so constructed that the top can be easily folded back and the glass can be either dropped flush with the doors or can be left up, giving perfect wind protection for the occupants of both the front and rear seats.

Windshield on this body is of the straight type and car is equipped with a trunk on the rear, enclosed in a dust-proof cover. The car has a decidedly custom appearance and will appeal to those who wish to express their individuality in a motor car the same as they do in their homes and clothing.

Upholstery is of leather and can be furnished in various colors.

CENTRAL MOTORS.

FINISHES 1927 WITH HIGH
MARK.

NET EARNINGS.

The nineteenth annual report of the General Motors Corporation which will be submitted to the stockholders at the annual meeting to be held at Wilmington, Del., May 9, has just been made public.

The report presents the consolidated balance sheet and income account of the corporation and subsidiary companies for the year ending Dec. 31, 1927. General Motors net earnings for the year 1927 were \$235,104,826, after deducting \$3,214,183, which is the corporation's proportion of the earnings and losses of subsidiary companies not consolidated but accruing to General Motors Corporation in excess of dividends received. This latter figure appears as a deduction in the income account for the first time, due to losses on Yellow Cab and Vauxhall Motors, of which losses the corporation's proportion was \$7,070,176. After paying the regular quarterly dividends on preferred stock requiring \$9,109,330 for the year, there remains \$225,995,496, being the amount earned on the common shares outstanding. This is equivalent to \$12.99 per share on the common stock, as against \$10.90 for the year 1926, calculated on a comparable basis. For the purpose of making a fair comparison with 1926, it is necessary to include for that year earnings accruing to the minority interest of Fisher Body Corporation outstanding prior to June 30, 1926. This results in \$194,645,462 for 1926. Therefore, the earnings for the year 1927, as compared with the year 1926 on a comparative basis, show an increase of \$40,459,334, or 20%, indicating a new earnings record has been established for the third consecutive year.

Cash in banks and marketable securities at the close of the year amounted to \$208,176,193. Sight drafts were \$14,649,097; inventories \$172,647,716; total current assets \$432,280,123; current liabilities \$169,356,147.

The report calls attention to the fact that during the past three years \$34,091,580 of additional capital has been invested in the corporation's various operations. Of this amount, \$12,255,382 has resulted from earnings in excess of dividends paid, including the corporation's proportion of earnings of subsidiary companies not consolidated but accruing to General Motors in excess of dividends received, \$82,732,031 incident to the acquisition of the minority interest of Fisher Body Corporation.

Attention is also called in the report to the satisfactory result of the group insurance plan inaugurated in 1926. At the close of 1927, 156,681 employees were insured under the provision of this plan.

There were awarded during 1927, 109,119 shares of common stock as bonus awards to 1,998 employees for conspicuous service during the year. Referring to the employees' savings and investment plan, the report states that since the plan was established in 1919, 12,955 employees have utilised it to assist in the buying and building of homes, and that in all, 125,808 employees, or 83.5 per cent., of those eligible are participants in the savings fund class formed for the year 1927.

"Previous reports," says the statement, "have pointed out the relatively small amount at which this asset is carried on the corporation's balance sheets. It might be here repeated that it is believed that this intangible asset has in reality a greater earning power and more real value, perhaps, than all of the tangible property of the corporation. It is also believed that never before in the history of the corporation has there been a more favourable attitude on the part of the public toward the corporation's policies, methods and products, and it is hoped through evolution, with the broader experience and better knowledge of the problem that comes with time, that this most valuable asset will not only be maintained but substantially increased."

CRADLED IN RUBBER.

Springs of all Chrysler six cylinder cars are now mounted in rubber, instead of the metal shackles in general use for spring suspension. This betterment results in increased riding comfort because of the elimination of road shocks and jars.

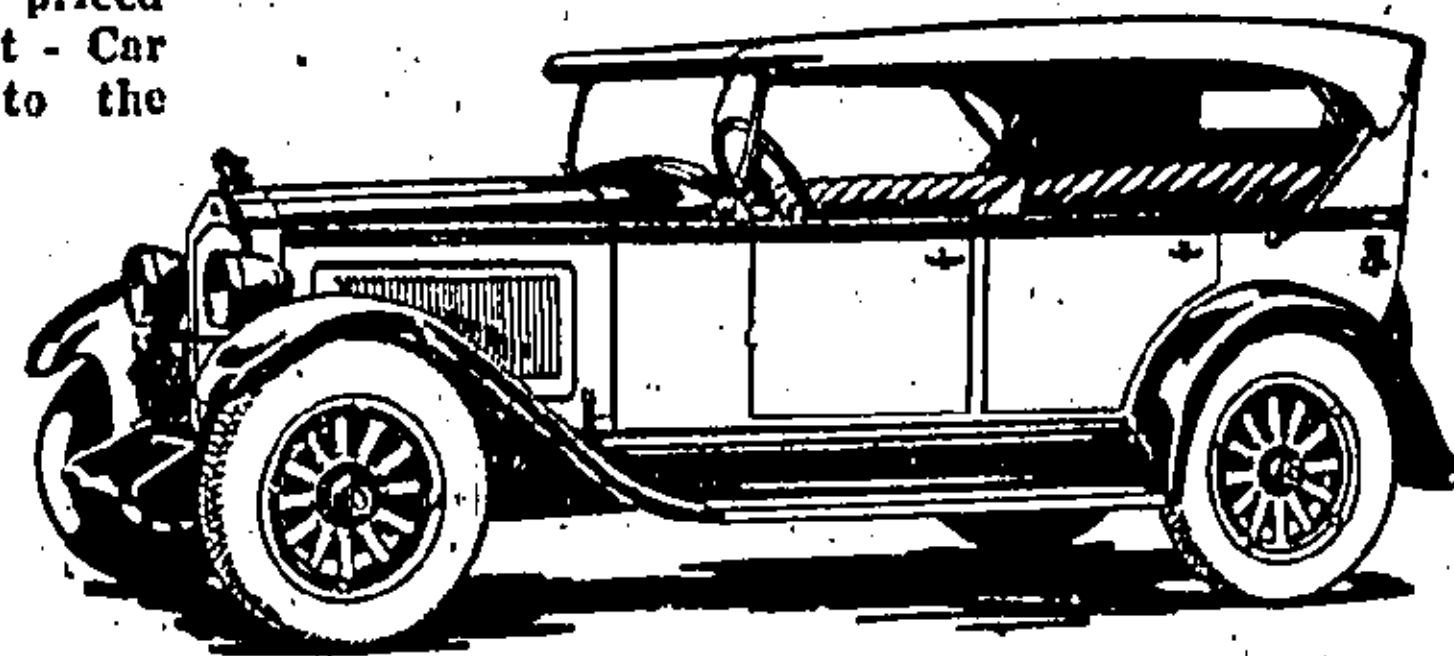
shades to match the exterior colour of the car. Corner posts and centre posts are very narrow and doors are hung on a common hinge in the centre of the body, permitting of the narrow centre



WILLYS-KNIGHT.

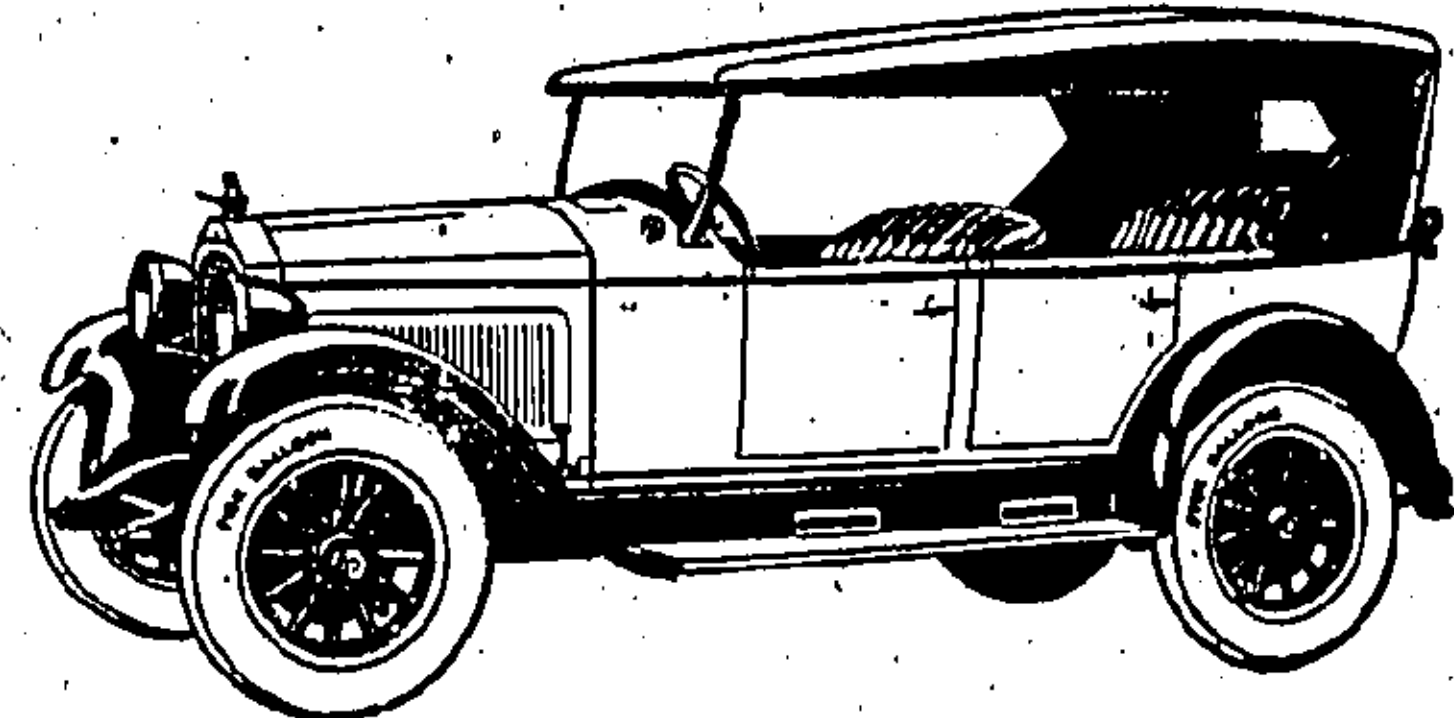
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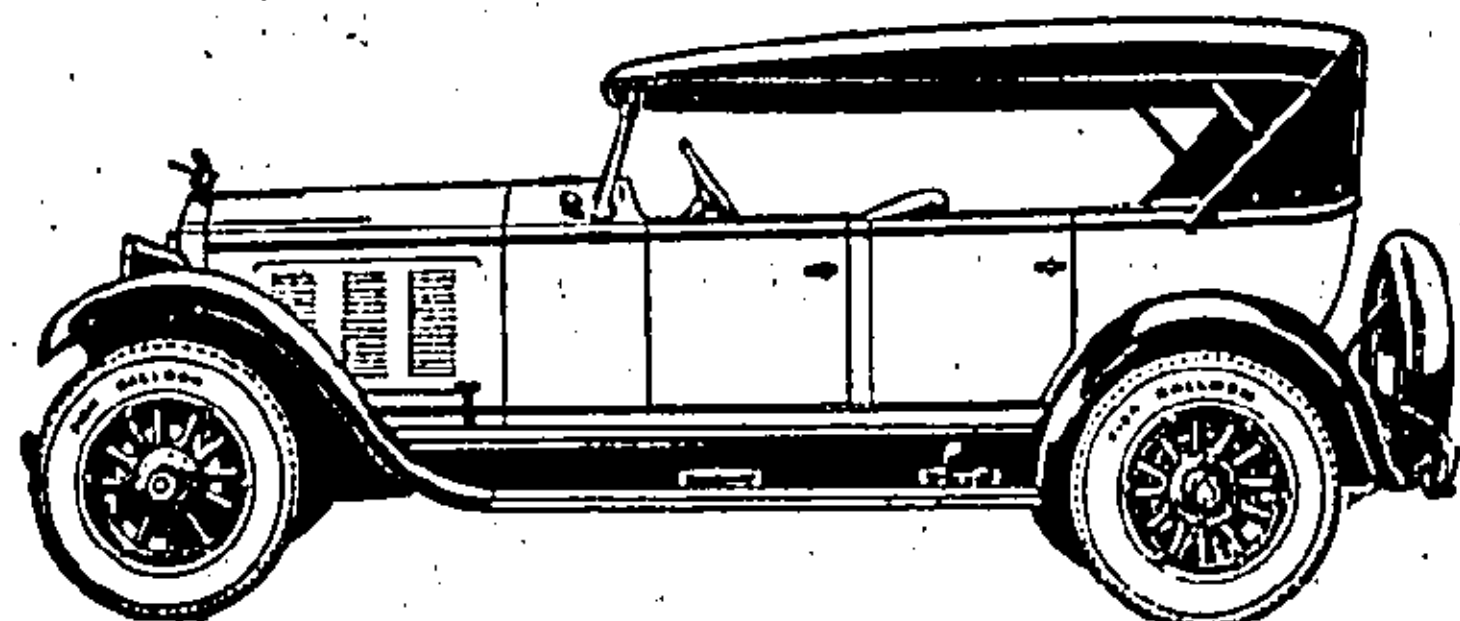
Roadster H.K.\$3,000
Coach ... H.K.\$3,050
Coupe ... H.K.\$3,125
Sedan ... H.K.\$3,300
Chassis H.K.\$2,400

45-brake horse power. "STANDARD" Six—5-passenger
H.K.\$2,900.



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Coach ... H.K.\$3,550
Coupe ... H.K.\$3,550
Cabriolet
Coupe H.K.\$3,950
Sedan ... H.K.\$4,400
Chassis H.K.\$2,700

53-brake horse power "SPECIAL" Six—5-Passenger
H.K.\$3,350.



TOURING
5 passengers H.K.\$4,750
SEDAN
5 passengers H.K.\$5,200
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GOOD WORK.

The oil consumption of the engine is approximately three gallons per hour, whilst it consumes 60 gallons of fuel every hour. Another interesting item is that the winning Supermarine-Napier machine was fitted with one of these engines with an entirely new design double reduction spur gear. By the special design of gear employed the frontal area and the fine streamline shape of the aircraft were not altered, whilst the air-screw shaft instead of being above the crankshaft as in the standard Napier engine is brought coaxial with it. When a reduction gear is fitted the weight is increased to 920 lb., or 1.05 lb. per H.P. It is one of these engines which has been installed in the racing car which Captain Malcolm Campbell has taken to America, and with which he has set up a new world speed land record of 206.9 m.p.h., travelling in one direction at over 214 m.p.h. on one lap of the 2.46 mile track at Silverstone.

FIRST ON WATER.

Chrysler engines are proving themselves as powerful and reliable on water as on land. The Chrysler Imperial marine motor, introduced in the spring of 1927 and now standard equipment on such foremost motorboats as the Chris-Craft Cadet and the Dodge Watercar, not only set a new record for sales in its first year, but was a consistent winner in practically every racing event it entered, according to J. W. Frazer, Chrysler Sales Manager.

CHRYSLER EXPORTS.

Sale of Chrysler cars in foreign countries also set a new record in 1927. According to E. C. Morse, director of exports, Chrysler's 1927 function is to determine the real overseas sales amounted to 15 per cent. of the company's entire business for the year, a percentage, he says, that Chrysler engineers can reproduce the effect of the sun's higher than ever before, reached. Its exports were approximately 70 per cent. ahead of the 1926 total, and 150 per cent. ahead of 1925.

INVAR PISTONS.

The aluminium alloy pistons for themselves as powerful and reliable Chrysler six cylinder cars now available on water as on land. They combine the advantages of light weight alloy and cast iron, and have none of the restrictive disadvantages of either. Their use illustrates the heights to which Chrysler engineering has risen and the insistence on quality, regardless of cost, which features Chrysler manufacturing.

SUNBURN BY MACHINERY.

Among the many scientific devices used in Chrysler's rigorous tests of materials for its cars is 1927. According to E. C. Morse, director of exports, Chrysler's 1927 function is to determine the real overseas sales amounted to 15 per cent. of the company's entire business for the year, a percentage, he says, that Chrysler engineers can reproduce the effect of the sun's higher than ever before, reached. Its exports were approximately 70 per cent. ahead of the 1926 total, and 150 per cent. ahead of 1925.

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SHANGHAI ROMANCE

LATE MR. ANDERSEN OF
MUSTARD & CO.

£50,000 TO A MUSEUM.

On Sunday (15th inst.) there passed away one of the most remarkable residents of Shanghai in the person of Mr. Claus Laurits Andersen, a Dane who had attained the age of 78. In the history of the Settlement it will perhaps be impossible to find a career of such intense interest as his and there is the fact that details are well authenticated by contemporaries. The amazing point about his career is that he acquired enormous wealth, and that it was actually thrust upon him, while he was so poor when he went to Shanghai that many a time and oft he is believed to have slept on the Bund. Yet he was able to make the princely gift of £50,000 only a year or two ago to the national museum of his country.

A Marine Engineer's Career.

But for the fact that friends of the late Mr. Andersen are still alive and remember his early days well, it would be almost impossible to credit the career of the deceased as now related. Born in Denmark, he decided to become a marine engineer and was trained in Scotland—in the famous yard of Messrs. Denny, it is believed. He made his first voyage to the East in a very small steamer, which he left at Singapore. Then he drifted to China, and probably only a man of such a hardy constitution as he had could have stood what he went through. His first night's lodging is said to have been in the Bund gardens, or whatever the foreshore was like about 1870 when he landed there, and it was not by any means one night that he spent in this manner. It was said that there were days when he went without food, and that the jobs he got were few and far between. Once he was lucky and was able to make a trip to the Philippines as engineer aboard a steamer, but apparently his sources of income at this stage were of the most precarious nature. Ultimately he went to the north, and either built or was manager for what was then known as Li Hung-chan's naval dockyard at Taku. This kept him going for some time, but when he went back to Shanghai, and his arrival there coincided with the growth of the great tobacco industry in China. Cigarette Making in Nanking-rd.

Mr. Mustard, the head of Mustard & Co.—was agent for the American Tobacco Co., and considered that he did a good business if he sold 1,000 cases of cigarettes a month. Then another American arrived and offered to sell a cigarette-making machine to Mr. Mustard, and it was agreed to take up this new business. Among those who paid for the machine are probably two men still in Shanghai. It was operated in a building next to Messrs. Lane, Crawford & Co.'s establishment in Nanking-road, and is still in existence. Mr. Andersen was put on as engineer of this plant, and it had a curious utility. The people who were running it knew nothing about the curing of tobacco or the flavouring of it, and while they could turn out thousands of cigarettes a day by this machine they had no idea as to how to keep them in condition. If they were sold on the day they were made, well and good, but within a week they were mouldy, and it was not a profitable undertaking. At this time a representative of the American Tobacco Co., believed to be Mr. Duke, found himself in Shanghai. He complained to Messrs. Mustard that by manufacturing themselves they were competing with his company. The matter was then adjusted by the American Tobacco Co., taking over the machine, but the question immediately came up as to what was to be done with Mr. Andersen. Ultimately it was agreed that he should be given a position in the firm of Mustard & Co., and this proved to be the event which led to his fortune.

The Head of Mustard.

While Mr. Andersen commenced work in Mustard & Co., Mr. Duke opened negotiations with the famous Bristol firm of Wills, and these ultimately led to the formation of the British-American Tobacco Co., with its subsequent numerous subsidiaries. It is understood that the firm acquired Mustard & Co., who from being their agents in China, became a branch organisation. This, however, did not take place for some time, and within a very short period of Mr. Andersen's joining the firm, Mr. Mustard, and his partner, Mr. C. C. Bennett, died. This left Mr. Andersen not only head of Mustard & Co., but of the tobacco interests which were then rapidly developing, and shares in the new companies were acquired by him at prices which would make investors in these concerns weep to-day.

His old acquaintances state that often at that time Mr. Andersen did not have the money to take up these shares, but he went on the principle that he had followed all through his life that he would work until he had the necessary cash. He had been utterly reckless in money matters during his hard-up days; he would lose \$100 at poker in a night and then would work desperately hard until this sum was paid off, and so it was with his newly acquired shares. What a magnificent investment these were is well known, and it is extremely interesting to note that when the tide of his fortune had turned he showed himself a careful man in regard to money matters as well as being an extremely shrewd business man.

In the U.S. Navy.

It is understood that the deceased kept a diary which is now in the hands of his executors, and if it covers his early days in Shanghai it should prove of the rarest interest. He had done so many things, had so many jobs and been so often out of a job, that it could not fail to be wonderful reading. For instance it is known that he was at one time in the American Navy when the U.S. Asiatic Fleet went to Korea, having the position of an engineer, and his experience on this and other occasions must have been of an exceptional nature. But his whole life was exceptional, and it was somewhat more than surprising to the Danish National Museum a year or two ago to receive the munificent gift of £50,000 from him.

It is understood that the only relative of the deceased was a nephew who was at one time in Shanghai. Mr. Andersen had not been in good health for some time, although one of his old friends had seen him as late as Saturday afternoon.

A LOST FORTUNE.

CHESS CHAMPION'S TROUBLES.

Appearing on remand at Bow-street Police-court, Aaron Sayers, 53, described as of no fixed abode, pleaded guilty to fraudulently incurring credit at one of Messrs. J. Lyons and Co.'s depots.

At a previous hearing it had been stated that the prisoner was in the habit of playing chess all day at different shops belonging to the prosecutor's. He would be served with three or four meals, and upon leaving, it was alleged, he paid either one bill for a small amount or nothing at all.

Mr. Laurence Vine, defending counsel, said Sayers, a Russian by birth, had been a naturalised British subject for twenty-five years, and until a few months ago he lived in Ireland, where he was known as a champion chess player, and where, at one time, he owned property to the value of £20,000. During the Sinn Fein troubles he lost all he possessed, and since coming to London he had been practically destitute. He was well connected, and some of his relatives, who had seen reports of the case, were prepared to help him.

Det-sergeant Ambrose mentioned that after his arrest Sayers said he would rather take his punishment than let his people know he was in trouble. The accused was bound over and ordered to pay £3 s. costs.

DEAD WIFE'S LOVER.

ORDERED TO PAY WIDOWER
£1,000 DAMAGES.

DIVORCE-SECREC.

A claim for damages by Mr. James Edward Crabtree, a blanket manufacturer, of Westcliff, Oxford-road, Dewsbury, Yorkshire, against Mr. Percy William Marshall, a bookmaker, on the ground of adultery with Mrs. Nellie Crabtree, now dead, was heard before Lord Merrivale and a special jury in the Divorce Court recently. Mrs. Crabtree died last year after her husband started a divorce suit. Mr. Marshall denied the alleged adultery.

The husband denied allegations of cruelty and adultery made by his wife in a petition after she left him in November 1926.

Mr. Crabtree gave evidence. He called as his witnesses to support his allegations Mrs. Beatrice Strickland, of Buckingham-road, Ryde, Isle of Wight, who was in the service of Mr. Marshall at a bungalow, Talybont, Gurnard, Isle of Wight, between November 1926 and March 1927; Mr. Harold Dibbings, a dairyman, of Monkton-street, Ryde; Mr. Frederick John Bartram, Well-street, Ryde, an employee of Mr. Dibbings; Mr. Lionel Cleveley, a London hotel porter; and Mrs. Beatrice Marshall, of Rose Bank, Gurnard, Isle of Wight, wife of Mr. Percy William Marshall.

Mr. Willoughby Jardine, K.C. (for Mr. Marshall), did not call his client or any witnesses.

The Wife's Petition.

Lord Merrivale, in summing up, pointed out that irrespective of any suit for divorce, a man who alleged that another man had committed adultery with his wife might, in a petition for divorce or damages only, claim damages from that person on the ground of the alleged adultery.

There was this to be said about the husband, that when his wife left him she made no claim upon him, and her first communication was in respect of a petition she filed against him for divorce on grounds which he said were unfounded. He said that his wife was jealous and suspicious about a visit he paid to Blackpool. For a long time afterwards it was forgotten, but it cropped up again during the time when he said she was associating with Marshall, and he said he had complained of her excessive intimacy with a Yorkshireman whom they both knew.

It was said that the stigma of the charge made against Mr. Crabtree would rest upon him unless he was exonerated. It was quite true that proceedings in divorce were private till they came to trial, and there was a great deal of secrecy even about what took place upon trial.

Things got out and this woman died with a petition on the file of the court, alleging that her husband treated her cruelly and committed adultery. He said it was quite untrue.

With regard to Mr. Marshall's non-appearance in the witness-box, Lord Merrivale said:

It would have been to his and her credit if he had gone into the witness box and said there had been no adultery between them. It would, at any rate, have tended to absolve her memory from guilt if he had gone into the witness box to deny the charge. The jury found there had been adultery, and assessed damages at £1,000.

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during April, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise.	Sunset.
	a.m.	p.m.
26th	5.55	6.48
27th	5.54	6.48
28th	5.53	6.48
29th	5.52	6.49
30th	5.52	6.49

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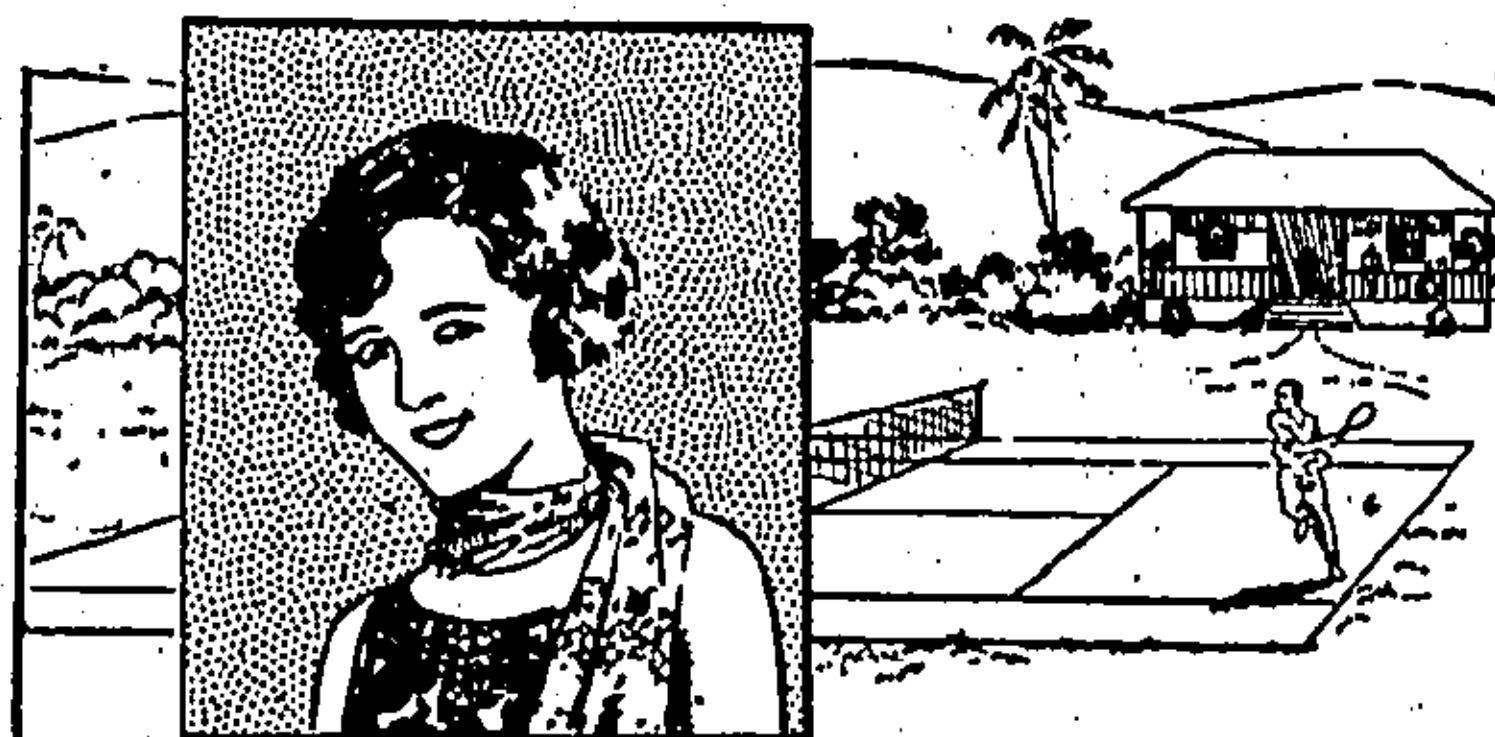
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TO SELL IT
JUST AS IT
STANDS.

YES—THEY LEFT
EVERYTHING IN IT
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SAIL FOR EUROPE—
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LOOK AROUND—
I'LL WAIT.

BRINGING UP FATHER.

I'LL DO
THAT—

I HOPE HE LIKES
IT AS THERE
ISN'T ANOTHER
HOUSE FOR SALE
IN THE VILLAGE.

I'LL
TAKE
IT—

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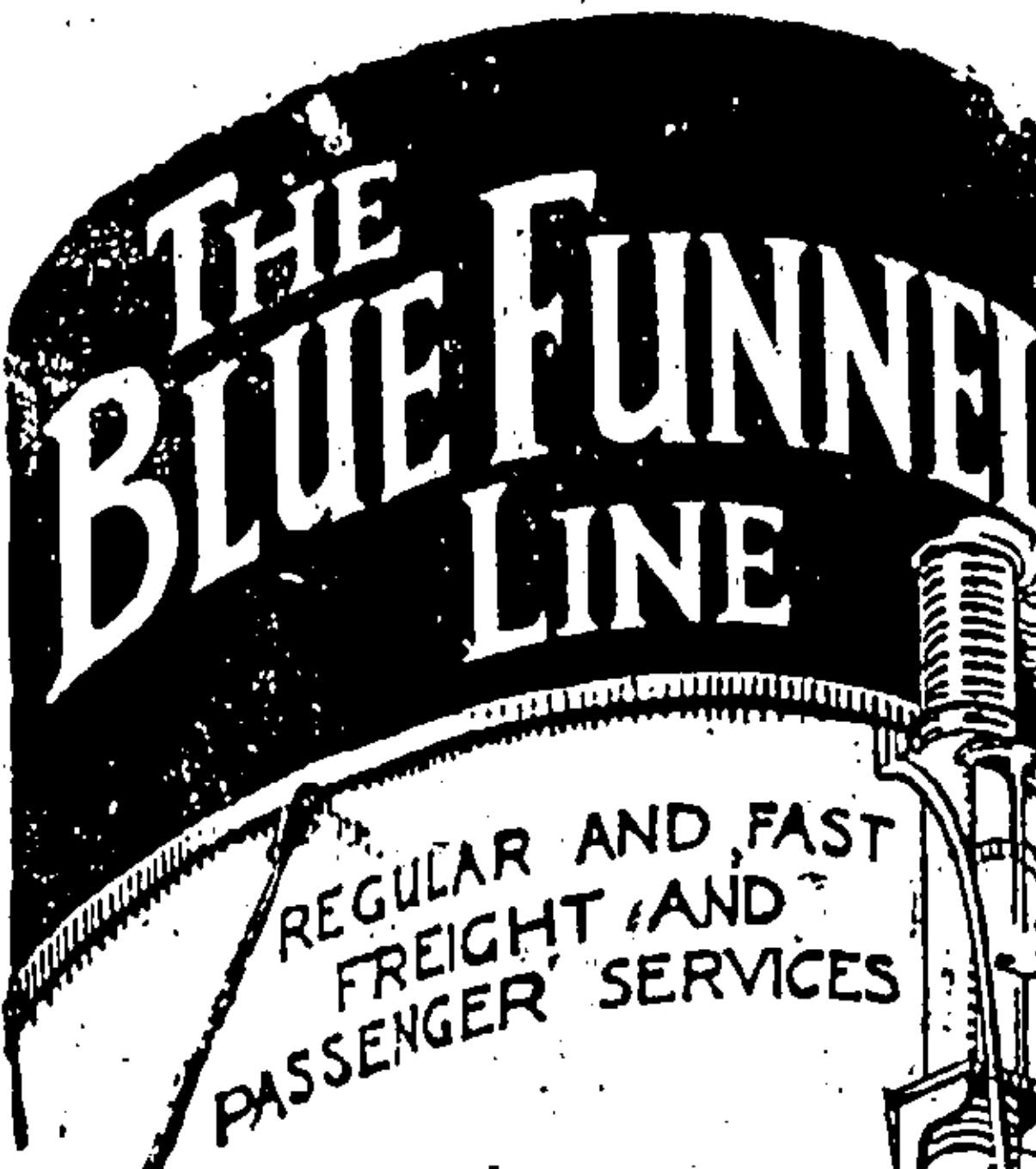
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"GANTAL" 26th May Genoa, Harburg, Liverpool & Glasgow.

PACIFIC SERVICE.

"KORE & YOKOHAMA" 12th May Victoria, Vancouver & Seattle.
"TAI THYBUS" 15th May Victoria, Vancouver & Seattle.
"TEUCER" 18th May Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ADRIASTIC" 4th June Posen, New York & Baltimore.

PASSENGER SERVICE.

"PATROCLUS" 15th May Marseilles, London.
"ANTENOR" 18th June Singapore, Marseilles & London.

OUTWARD SERVICE.

"DIOMED" 27th Apr. Batavia, Kobe & Yokohama.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

RADIO NOTICES.

Radio Telegraph Services are now in operation as follows:—
Ships at Sea, Europe, American Continents, Hawaiian Islands, Province of East Indies, Dutch Borneo, Philippine Islands, French Indo-China, Province of Yunnan, British North Borneo, Siam, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Hanoi, Amoy, Foochow, and Wuchow, etc.
It is notified for information that the via Wireless rate to Europe has been reduced to \$1.05 per word.
The rate to the Dutch East Indies has been reduced from \$1.00 to 90 cents per word as from April 25th, 1928.
Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.
Telegraphic Addresses—Persons and firms having correspondents in the places named above should in order to avoid delay to telegrams received by radio register their telegraphic address immediately.

INWARD MAILS.

From	THURSDAY, APRIL 26.	Per
Shanghai	Yingchow	
Straits and Calcutta	Fooksing	
	FRIDAY, APRIL 27.	
Shanghai	Morea	
	SATURDAY, APRIL 28.	
Straits	Yuen Sang	
Shanghai	Szechuen	
	SUNDAY, APRIL 29.	
Canada, U.S.A., Japan and Shanghai	Pres. McKinley	
Straits	Talma	
	TUESDAY, MAY 1.	
Straits	Alipore	
	SATURDAY, MAY 5.	
U.S.A., Honolulu, Japan and Shanghai	Pres. Monroe	
	MONDAY, MAY 7.	
Australia and Manila	Tanda	

OUTWARD MAILS.

For	THURSDAY, APRIL 26.	Per
Formosa	Akashi Maru	3.30 p.m.
Shanghai, Japan and Europe via Siberia	Malwa	5 p.m.
	FRIDAY, APRIL 27.	
Amoy	Tjisaroen	10.30 a.m.
Saigon and South Africa	La Plata Maru	10.30 a.m.
Straits and Calcutta. Parcels noon.		
Letters 1 p.m.	Kum Sang	
Bangkok	Hafthor	2.30 p.m.
Saigon	Prosper	2.30 p.m.
Manila	Empress of Russia	3.30 p.m.
Formosa	Nanking Maru	3.30 p.m.
Shanghai	Sinkiang	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 25th May. K.P.O. Parcels 4.30 p.m. Registration (Apr. 28th) 9 a.m. Letters (Apr. 28th) 10 a.m. G.P.O. Parcels 5 p.m. Registration (Apr. 28th) 9.45 a.m. Letters 10.30 a.m.		
	SATURDAY, APRIL 28.	
Formosa	Bonroch	10 a.m.
Sandakan	Hinsang	2.30 p.m.
	SUNDAY, APRIL 29.	
Swatow, Amoy and Formosa	Kishu Maru	9 a.m.
Tea	Tea	9 a.m.

*Correspondence bearing vessel's name only.

PRIVATE! Another Question As To Rubber Report.

PREMIER'S REPLY.

Report Private: Evidence Given Confidentially.

London, Yesterday.
In the House of Commons, replying to Sir Lane Mitchell, Mr. Baldwin reiterated that the rubber report of the Committee of Civil Research was private and would not be published and that the evidence submitted to it was given confidentially.
Secret Proceedings.
Brussels, Yesterday.
Members of the Dutch Rubber Committee and the principal Belgian and French growers met this morning. The proceedings, which were secret, are reported to have been confined to an exchange of views with regard to the growing and manufacturing situation.—Reuter.

Malaya's Position.

London, Later.
Sir W. Lane Mitchell (Conservative) asked how the revenues in the Malay Native States, and also the Federated Malay States would be affected if the price of rubber remained in the neighbourhood of eight pence or less.
Mr. L. Amery (Dominions Secretary) replied that the answer depended on a variety of conditions such as increase in the export of rubber which might be anticipated and that it was impossible to give a reply which would be more than guessing.
Replying to a question suggesting that the position after November will be the same as before restriction, Mr. Amery said he was not sure whether the position would be necessarily the same as before restriction.
Sir R. Hutchison (Liberal) asked whether the Malaya Government intended to carry on the two sets of taxes on the export of rubber.
Mr. Amery replied that he had not been informed of any intention to abolish taxes.—Reuter.

SHIPPING DEAL.

STATEMENT BY AUSTRALIA'S PREMIER.

THE THREATS.

Canberra, Yesterday.
Mr. S. M. Bruce, the Australian Premier, announcing the Commonwealth Line deal, said that \$250,000 sterling would be paid on delivery of the vessels. The remainder would be paid in ten equal instalments with interest at 5½ per cent, secured by debentures. The purchasers would undertake to keep the vessels on the British register for at least ten years.
Mr. Bruce said that the Government would use its full powers, and if necessary obtain additional powers, if attempts were made to execute the threats of declaring the steamers on the black list. Mr. Bruce considered that the Commonwealth had received fair and reasonable value for the ships.—Reuter.

LOST CONTROL!

AMERICAN RACER'S SAD END.

LOCKHART KILLED.

Daytona, Yesterday.
Frank Lockhart, the famous racing motorist, while practising preparatory to attempting the world record, lost control and was killed. He was travelling at over 200 miles an hour.
Immediately following on the success of Ray Keck, Lockhart announced that he would make a bid for the record. He had already had one miraculous escape from death while attempting to wrest the record from Captain Malcolm Campbell.
Further Details.
Daytona, Later.
Lockhart made three fast trips in a Stutz "Black Hawk Special" and was approaching the grandstand. The fourth car appeared to hit the soft sand and spun round several times, leapt high in the air and made several somersaults.
Lockhart was thrown prone on to the sand and instantly killed.
Reuter's American Service.

360 MILES P.H.

What Rolls-Royce F12 Can Do.

BIG ADVANCE.

Aero-Engine To Drive Fast Bombers.

London, Yesterday.
The Air Ministry in 1926 purchased a number of American aero engines to drive fast bombers on the ground that there was no British engine of the required power presenting such a small frontal area with the consequent minimum wind resistance. Now, the Rolls-Royce F12, exhibited by experts, has a smaller frontal area than the American and is also developing a hundred horse-power more. It is rated under 500 horse-power but is capable of developing to 1,000 h.p. and calculated to drive an aeroplane 360 miles an hour.—Reuter.

FAMILY AT LAW.

SON ACCUSED BY HIS FATHER.

1926 FORGERY ECHO.

Allegations were made by a father against his own son in the Supreme Court this morning during the second day's proceedings of the case in which Mr. Fok Kam-chuen, formerly owner of the Fook Lee hardware firm of Hillier-street sought to set aside two assignments relating to property valued at \$280,000.
Defendants are Messrs. Thos. W. Simmons & Co., Ltd., formerly of York-building, Chater-road, Hong Kong, and the Bank of Canton, Ltd., Hong Kong.
Mr. Potter and Mr. H. G. Sheldon (instructed by Mr. E. Davidson of Messrs. Hastings,

CLOUDY & FOGGY.

East or variable winds, moderate to light, generally cloudy, fog, is the official weather forecast until noon tomorrow.

The anticyclone has passed into the Pacific. Depressions are shown to the north of Korea over the Yellow Sea and over Tongking.

KONGMOON NOTES.

Neighbouring Pirates' Captures.

STUDENTS IN CHECK.

Appointment Of A New Mayor Rumoured.

Pakkai (Kongmoon), Yesterday.
Outlaws who follow the dual profession of piracy and banditry at Lai Ngok, opposite Kongmoon city, have again been active, in spite of their den having been demolished by Major-General Chan Cheung-po (13th division of the 4th, now the 5th Nationalist Army) recently. Over twenty men and women were carried away by the pirates, for ransom.
The local authorities have ordered the closure of the branch of the Students' Federation as it is believed that students, through their organisation, offer easy prey to Communist agents.
Occasional Martial Law.
River traffic has remained normal since the beginning of the year and, although the situation is generally quiet, martial law is declared now and then as a measure of precaution.
Rumours are current that a new Mayor will succeed Mr. Se-To Fay. The new Mayor is likely to be Mr. Li or Mr. Fung Pak-lau of Hong Kong, who held office for ten days until the Communists over-ran Canton last December.
Bund and maloo construction is proceeding smoothly. It is hoped to finish the work in another six months—provided there are no floods. This, however, is too much to hope for, as this part of the West River usually overflows during the rainy season.

Silk and Fish.
The value of Canton subsidiary silver coin did not rise when the silk cocoon season came round, causing considerable surprise among the native bankers.
Fish dealers have again declared a "general strike." The heavy rains of last week caused serious loss among the (fresh) fish ponds and then the authorities gave a "farmer" the right to levy 60 cents per picul on fish, putting on the last straw.—Our own correspondent.

SHOT BY SOLDIER.

AMERICAN MISSIONARY'S DEATH.

Chefoo, Yesterday.
It has been disclosed that Dr. Seymour of the American Presbyterian Mission was shot through the heart by a soldier at Taining on April 16.—Reuter.
[Note: Taining is in the southwest of Shantung province and was captured after a struggle, by the "Christian General" from the Northerners.]

Lee firm (then owned by plaintiff) or Fook Lee & Co. (of York-building) had transacted with the Bank of Canton. Mr. Jenkin replied that it was alleged that the moneys of Fook Lee were paid into the Bank in the name of Fook Lee & Co. (which was owned by plaintiff's son, Fok Chung-yuen, and another son, Fok Tat-fu.)

Speaking With Emphasis.
At this stage plaintiff declared emphatically that he had paid off all liabilities when he sold the Fook Lee firm and did not owe a cent and he suggested that Mr. Jenkin "make inquiries about it." Plaintiff, whose voice is very weak, struck counsel's table with the palm of his hand and raised his voice when he said this.

Mr. Jenkin questioned plaintiff as to when his son left Hong Kong. Plaintiff said that he could not remember the date but he thought that his son, Fok Chung-yuen, left the Colony because of the Wing On's forgery prosecution.
[Two Chinese were sentenced at the Criminal Sessions in 1926 to terms of imprisonment for forgery and Mr. Jenkin was for the prosecution in that case.]

Domicile in Colony.
Other questions were also put to plaintiff about his son's domicile in the Colony.

THE FAMOUS bickering partners in a new and bigger production—The amusing sequel to the first big comedy success!—



GEORGE SYDNEY-J. FARRELL McDONALD

VERA CORDON—KATE PRICE—GERTRUDE ASTOR.

AT THE

QUEEN'S

TO-DAY TO SATURDAY.

At 2.30, 5.10, 7.15 & 9.20.

A FAMOUS war epic that can be seen again and again!—

JOHN GILBERT

IN

THE BIG PARADE

With

RENEE ADOREE AND KARL DANE.

AT THE

WORLD

TO-DAY TO SATURDAY.

At 2.30, 6.30 & 9.15 p.m.

A RACY comedy of social errors amid the splendours and allurements of the gay show places of sun-lit Florida!—

FOOTLOOSE WIDOWS

With

LOUISE FAZENDA & JACQUELINE LOGAN.

AT THE

STAR

TO-DAY TO SATURDAY.

Continuous 2.30 to 11.15.

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